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Frank L. Floyd

"Manchester-by-the-Sea"

1965.

SECOND EDITION

Written by
TOWN CLERK FRANK L. FLOYD

and published by
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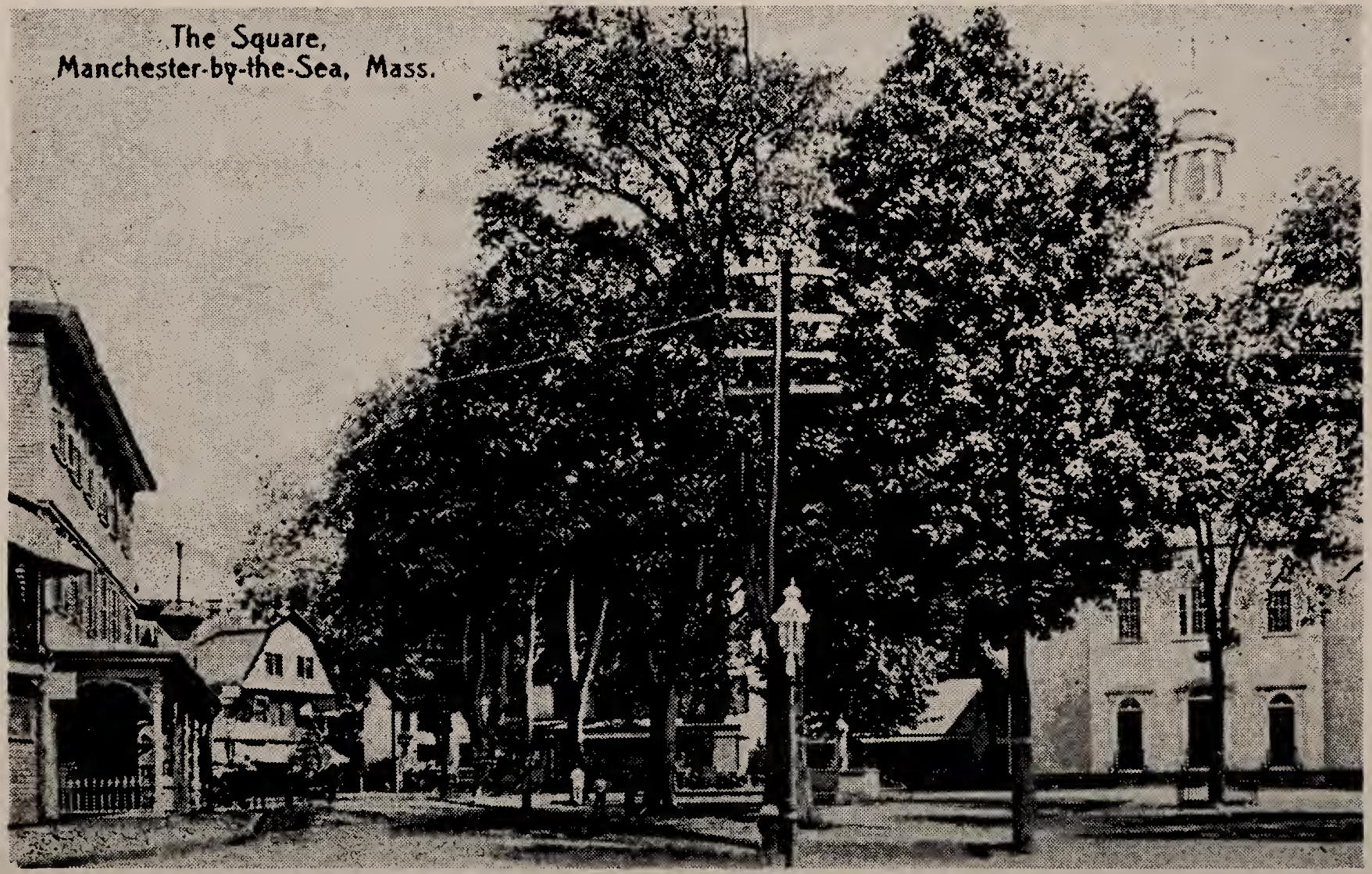

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PREFACE

THIS is a yarn written by a Yankee, of a Yankee town on Cape Anne, in New England, originally known as "Jeffreys Creeke" — later known as Manchester, which now has gone "high-brow", and is spoken of as "Manchester-by-the-Sea".

It is being written in the years 1943, '44 and '45; so, like the original bounds of the town, which went from an oak tree to a pile of stones, and then to another kind of a tree, to the water, comparisons which I might make are as of today, and not the way they might be when you take the trouble to read this narrative.

Histories of the town have been written, and when you mention the word "history," many people become horrified and say, "Oh I can't read history, it is too dry"; so it is my purpose to try and write of interesting events and structures. While this is to be founded on records and tradition, the author does not give it to you as the gospel truth in its entirety. You buy it "as is"; that's the way a Yankee trades.

I have purposely avoided writing of personages, for those of the early life of the community have been ably written about in other Manchester histories. Within my span of life, the town has not sent forth into the world, anyone, from my point of view, of great prominence, but I am satisfied to let future generations be the judge of that.

I don't want anyone who reads this book to say, "He must be way off when he says 'so and so' happened in 1649", for neither you nor I were there then, and if someone, preceding me, has seen fit to record "so and so" as happening, — where there is smoke, there is fire! Who cares whether it was on the first Friday of January, or the last Wednesday — if it happened. With that introduction in mind, just read it for what it is worth and intended — a story of Manchester, based on the records of the town, and somewhat on history. A story of three hundred years of activity, crowded into half as many pages of reading.

Many of these commentaries will be contrary to present-day understandings, but are based on research of two years which I have made of many town records and histories at my disposal, with accent on the records. Histories, I find, are very flexible. For the benefit of those who might care to read further, it might help to know that "yt" in the old records, meant "that".

I started this on "Mother's Day", 1943, as a tribute and in memory of my mother, who was a native of the village, and could trace her ancestry back to the first settlers, — the Allens.

I am grateful to many persons, for the assistance they have given me, and I want them to know I appreciate their help.

Frank L. Floyd

May 13, 1945, Mother's Day.

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"Plan of 400 Acres."

CHAPTER ONE

INTRODUCTION

I SUPPOSE it is safe to say, that millions of people, of all walks of life, have, at some time or another, visited at Manchester-by-the-Sea, in Massachusetts. There are more millions, who have never even heard of Manchester, but anyone who has been fortunate enough to have had the opportunity of basking in the sunshine on "Singing Beach", or to lie in bed and hear the "breaking waves dash high, on the stern and rock-bound coast" — or better still, to have awakened in the morning to take deep breaths of the salt sea air, as the east winds blow in off the ocean, to melt away the scorching sun of mid-summer, can never forget the charm and beauty of this quaint little village, of now approximately twenty-five hundred inhabitants.

As beautiful as it may seem to us now, doubtless to those few intrepid wanderers of 1624, who first landed on our shores, it was then, just as appealing.

Like the rest of New England, in those days, its only inhabitants then were "tall and strong limbed people, tawny in colour — who traveled about naked, save for a loin cloth, which but partially covered them. They, of the male sex, wore their long black hair with one lock longer than the others. Their weapons were bows and arrows". The women were the ones expected to plant the corn and till the soil, while the men folk fished and hunted, or otherwise took life easy.

It is not my purpose to describe the Indians or their habits, as all of that has been written and re-written many times over. It is worthy of mention, however, that it appears to be true from all histories, that the tribe, or tribes, hereabout were presided over by Sagamore John of Agawam, or more commonly spoken of, as a Chief by the name of Masconomo, or Masquenomenit.

It is understood that Masconomo, — "poor, disheartened, and friendless, as a ward of the State, found peace in death, and was buried on 'Sagamore Hill' in Hamilton, about 1658". I quote further from Tappan's History:— "June 18, 1658, the Town of Ipswich granted the Sagamore's widow to enjoy that parcel of land which her husband had fenced in, during the time of her widowhood. This was a parcel of land of six acres, set off to the Sagamore in 1655, but not property to any but himself".

An interesting fact which we find hard to visualize now, was, that our village then was very heavily wooded from the waters' edge, back as far as the eye could see; of course, the exceptions being, where now, as was then, the swamps and ponds and marshes. Also, small rivulets emptied into the ocean. There were few fields, or pastures, until the first settlers cut off the timber. In the immediate vicinity of what is now known as the center of the town, were many nut trees of different kinds, and the topography must have been very irregular, for at different times it is mentioned in the records, of levelling off the land near the meeting house or the school.

The first of the beautiful elms, which now shade and beautify so many of our streets, were set out on Central Street, in 1835, by Col. Eben Tappan, in front of his shop, which is now a residence at 39 Central Street. From then on, many others were planted. Two trees on School Street, which grew to tremendous size, but which

recently were cut down for safety, were the ones at 45 School and 94 School Street. The former was planted in 1810, and the latter a year or two later. One of these had reached a diameter of seven feet, when it was cut down.

Manchester Harbor, as we now know it, was quite a sizable river, and the Indian camps adjacent to its shores, were situated so the natives could enjoy the fishing and tillage available nearby. Tradition has it, that even with the Indians, Manchester was regarded as a summer resort, occupied by them only in the warm months, and that fact explains why no appreciable number of signs or relics of the Indians, have ever been found in Manchester. The value of fishing and farming were known then, probably as well as now. Berries were to be had in abundance, especially on what we now speak of as Smith's Point.

One thing which rather amazes me, and it seems hard to understand, is the fact that in any of the early RECORDS of doings within the town, which I have read (including those of Salem), no mention is made in any way, of Indians being present. I think previous historians must have quoted from General Court records, and not town records. In a history, I found a list of residents, made in 1761, where mention is made, that out of a total of 739 persons, there was only one Indian, but at no time, can I find mention in the records, of any specific instances of Indians interfering, or even living, in the locality. True, historians have written tales about them, and histories show that they lived and died here, but most of them must have packed their tents and moved on, early after the arrival of the first settlers. Early evidence of their burial here has been found; once when bones were found with Indian relics off School Street, near the Union Cemetery; once in a huge mound, which was removed from near the rear of the Baptist Church, at the

head of tide water, and again at a much earlier date, when a mound was excavated near where the Congregational Church now stands, on the Thomas Leach property. In the history of Beverly, mention is made a number of times with reference to Indians, but Jeffrey's Creek seems to have been unmolested.

The abundance of fishing principally was the reason for our forefathers to establish themselves here. For many years, we are told, the drying and packing of fish at various locations along the shore, was a common sight. Many citizens owned their own fishing vessels, and at one time, there were as many as sixty "Sea Captains" living here.

A later cycle in the life of the inhabitants, was given over to cabinet making; still later, that was found drifting away, to be replaced by wealthy residents building their homes here, as a haven of rest, or as we now know it to be, a summer residential community. Of this, you will hear more later.

Interspersed throughout this volume, you will fine a few amusing, -- should I say errors, found in the old records of the town! Maybe peculiar phraseology would be better than errors. The following is an example:

1787 - "Voted that Camps three daughters should be let out in the best manner the Selectmen can and they that takes them shall have full power to correct them in reason."

1788 - "Voted that Jacob Dow and Anne Easkoot is at liberty to marrage.

In this vote I think I have found the secret of why our boundaries are so crooked: 1825 - Committee appointed to renew bounds and, "voted that the committee attend said service on Electon Day and to have what is necessary to drink at the expense of the Town."

CHAPTER TWO

EARLY SETTLERS

NOW to get back again to Early Manchester. Many times in my life I have asked, and heard others ask, such questions as: "Where did the first road through Manchester pass?" or "Where was the first meeting house?" or "Was the center of the village where it is now?" or "Where was the first landing?" Such questions as these, I am going to try and answer, basing my decisions on the old records of the town as much as possible, rather than previous historians, who, I should judge, must have done a great deal of conjecturing in relation to certain subjects.

"Where did the Early Settlers first establish themselves in this locality?"

One must have an imaginative mind to glean from what records are available, the answer to this question, and to follow the author in this discourse.

First, just sit back in your chair with your eyes closed, and try to visualize how our harbor looked without the railroad. We had no inner and outer harbor then; in fact, we had no harbor, as such. We had a winding river, originating about three miles back from the shore which twisted and turned many times before it finally emptied into the ocean, traversing in a north-east to south-westerly direction, paralleling our shore for about two miles. The ocean side of this river is now our Smith's Point, so called, as previously mentioned.

Smith's Point (including Gale's Point) is about a half-mile across and two miles long, the end of which points directly toward Salem and Marblehead. The distance between this point and the mainland, is approximately a half-mile wide at its widest point.

The shores of Manchester are rocky, sandy, woody and marshy; a typical New England shore, but not found out of New England.

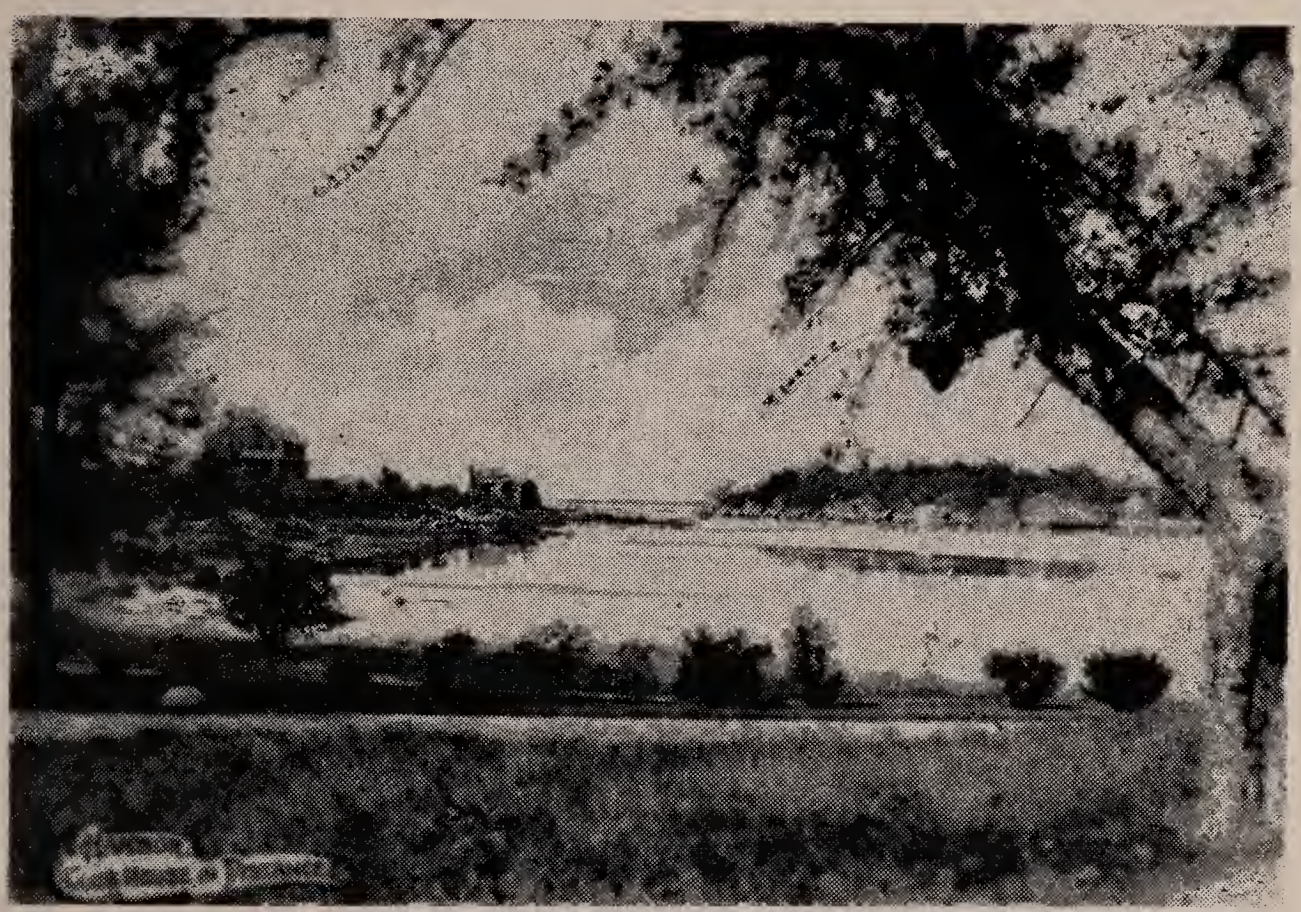
To the eastward, the town extends three miles from this river, but with more of an even coastline. There are eleven separate and distinct beaches (about which I will discuss later), on the five miles of coast. Singing Beach, formerly spoken of as Neck Beach, is now the most popular and well-known; while Gray's Beach, at the extreme easterly end of the town, is the longest, and both are constantly pounded by breaking waves.

I mention these things in passing, only to bring to your mind the question at hand — "Where did the first Settlers land?". Certainly not on a beach with breaking waves, but on the shore of a well protected river or a calm beach. Even within my memory, the river (now our harbor), had a natural, very winding course to the sea, but hugging close to the Smith's Point side of the shore. This course was all later changed by dredging.

Dr. Lamson, in his history, says: "The first settlers landed, it is supposed, at Kettle Cove, in 1626 or 1627".

I cannot find mentioned in any records at hand, the answer to my question, nor anything to substantiate the statement of Dr. Lamson. The fact that it is known a landing existed early in our history, at the easterly end of Black Beach, and logs were sawed at a mill on Coolidge Point, and at another, situated on what is now Magnolia Avenue, and from there hauled to boats at this landing, indicated very early activity at "Kettle Cove", but not necessarily the first settlers

I am willing to wager that the first landings were made on "Great Neck" (or what is now known as Smith's Point); or perhaps more specifically, the small sandy beach (probably unknown to many Manchester residents), on what is now the Hemenway Estate, and known as Bellyache Beach, or thereabout. Simultaneously a landing



THE HARBOR SHOWING TUCK'S POINT AND THE YACHT CLUB FROM SMITH'S LANDING

may have been made near where Mrs. Louis Baer now owns, on the inner or river side of the Point. The landing previously mentioned as the Hemenway Estate, as early as 1637, was known to belong to John Pickworth, and known as Pickworth's Point, and is on the ocean side.

Additional landings were doubtless made across the river on the West Manchester beach (previously referred to as Black Cove Beach), the Tuck's Point area, and further up in the "Creek".

Read's Point now, would seem to have been an easy place to make a landing, but in those days, this Point was an island, so doubtless would be overlooked. In the earliest days, this was known as Smith's Island, and later, Proctor's Point — also Smith's Landing.

Although it is conceivable to my mind that occasional visits to our shore may have been made by dory from Salem, I think that the first permanent landings made by our forefathers, were on Smith's Point, where I have previously mentioned.

MURRAY HOUSE; THIRD TAVERN

CHAPTER THREE

EARLY RECORDS

I AM going to ask you to bear with me for a while now, as I quote various extracts from the early records which are available. Unfortunately, for some unaccountable reason, there are no records of Manchester from 1645 to 1658. The first records are actually records of the "Town of Salem", "Jeffryes Creeke" being a part of Salem.

In these days of 1943-'44-'45, which we are passing through, and with the attempts made of forcing dictatorships upon us, I believe it is apropos to quote verbatum the following extracts taken from a communication by Wm. P. Upham, written as an introduction to the Salem Records, and are of interest, as showing town democratic government in its infancy.

"The interest which attaches to these ancient manuscript records, is heightened, when we consider how few were the 'Plantations' then existing in the Massachusetts colony. In fact, they date back to the very time when towns, as such, came into existence. On the 3rd of September, 1634, the General Court appointed a Committee, consisting of nine members, to set out the bounds of towns. At the same Court, leave was granted to the inhabitants of Salem to keepe a markett weekely on the fourth day of ye weeke, commonly called Wednesday. On the 4th of March, 1635, and the 3rd of March, 1636, special committees were appointed to set out the bounds between Salem and the adjoining towns. At a General Court held March 3,

1635-6, the following order was passed, which, as it is in fact the origin of the various and important powers ever since exercised by towns, and will serve as an appropriate adjunct to these records, is hereby given in full. 'Whereas, particular towns have many things which concerne onely themselves, and the ordering of their own affairs and disposing of business in their own town, it is therefore ordered, that the free-men of every town or the major part of them shall alone have power to dispose of their own lands and woods, with all the privileges and appurtenances of the said towns, to grant lots, and make such orders as may concern the well ordering of their own towns not repugnant to the laws and orders here established by the General Court; as also to lay mulcts and penalties for the breach of these orders, and to levy and distrain the same, not exceeding the sum of XXs; also to choose their own particular officers as, constables, surveyors for the highways, and the like; and because much business is like to ensue to the constables of several towns, by reason they are to make distresses, and gather fines; therefore that every town shall have two constables, where there is need, that so their office may not be a burthen unto them, and they may attend more carefully upon the discharge of their office, for which they shall be liable to give their accompts to this Court when shall be called thereunto".

EXTRACTS FROM TOWN RECORDS OF SALEM

(Figures in brackets refer to the paging in the original records.)

Ann $^{0}1636$ (25)[1] Tho: mores widow 10 acres at Jeffreys Creek, Samuell Archer 60, Srgt. Dixy 50, Wm. Allen 50, Jo: Sibley 50 Att Jeffreys Cfeek, Geo. Wm 40, Jo. Moor 40, Jo Black 30, Srgt. Wolfe 50.

20th of the 12th mo: 1636 (37) A warrant granted & delivered Jn °Woodbury according to the form of the first warrant, for the Laying out unto the above written.

8th 9th month 1637 (60) Jn° Pikwod Jn° Gally Jn° Norman & Wm Benitt have alowed these fower eyther of them 25 acres a man (at Jefferyes Creeke)

At a Town meeting the 26th of the 9th M° 1638 (75) Graunted to Samuell Archer one neck of Land lying out against the sea neere unto Jeffry Creeke land contayning twentie acres of land (or thereabouts) & 8 acres of meadow to be laid him in Kettle Cove.

4th day of the 12th moneth 1638 (80) Graunted to Robert Allyn 25 acres of land; lyinge betweene the land of Wm; Bennett & Samuel Archer (their land) at Jeffrys Creeke.

20th day 9 mo 1639 (92) James Standish is granted 40 acres of land neere Jeffrey Creeke 1639.

(92) Granted to John Pickworth 3 or 4 acres of meadow to the land formerly graunted him.

31th of the 11th moneth 1639 (98) Granted to Beniamin Parminster 10 acres of land at Jeff (ryes) Creeke when the former grants are made good.

(126) The 4th of the first moneth 1643 Graunted to Richard Gardner at Jeffreye Creeke 20 twentie acres of land: to be layed out by the Town.

At a generall towne meeting held the 26th day of the 8th month 1646 (145) Ordered that William Woodburie & Richard Bracken-

burie Ensigne Dixy Mr. Conant & Leutenent Lothrop (& Lawrence Leech) shall fortwth lay out a way between the fferry at Salem & the head of Jeffryes Creeke & that it be such a way may not be found then to take speedy course to sett up a footebridge at Mackrell Cove.

My reason for quoting the previous records was principally to point out that many of the names mentioned there, are the same persons who were owners of land in the original grant of 400 acres to the inhabitants of Jeffreyes Creeke, and it is known that the location of their grants included Smith's Point and land adjacent, as shown on plan on file, drawn under Resolve 130 by W. Orison Underwood. The Coolidge Point area was not included in the original 400 acre grant — thus further establishing in my mind, the first landing was at Smith's Point

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1790 - "Voted that the Town should bury the Rev. Mr. Tappan in a decent christian like manner & that the Selectmen should furnish the widow with a suit of mourning to the amount of $22.00."

1806 - "Voted that there be three men to see that the boys do not break the glass in the meeting house and if found guilty to cause them to be brought to justice."

1823 - "Voted that if Mr. Kitfield continues to make fish on Crow Island, he must pay two dollars per year."

1825 - "Voted that Mr. John Long have liberty to build a stage ten feet back of the blacksmith shop for varnishing." From this vote, it appears that varnishing in the old days must have been a dangerous occupation.

CHAPTER FOUR

ROADS

Where were the first roads in Manchester?

A whole book could be written on the subject of highways, within, and leading to Manchester, but I will only touch on some of the highlights, as I see them. It has been only within the past century that most of our streets had names to designate them. More of this later.

Now let us once more close our eyes and picture how things looked. We have the settlers established on Smith's Point. They had neither automobiles nor trains at first, and probably not even a horse or mule. They required only foot paths, which later served as cart paths for their ox-drawn vehicles.

I am willing to concede Masconomo Street of today, to be substantially the same now (except for width) as originally, except that it started at Bellyache Cove, or thereabouts, and went to present day Sea Street.

A little later, a road, now not existing, went across the Point (or Neck as it was then called), through what is now the Codman and Putnam estates, which led to the landing previously mentioned,

near what is now Mrs. Baer's beach, at Read's Point. There still exists a town-owned, but rarely used, public landing at this point today.

Masconomo Street leads us to Old Neck or Sea Street, which is known to be part of the first "throughway", as we would call it today. Beach Street is of comparative recent origin, except that portion starting near the Old Inn (which stood where the Kimball Block is) on Union Street, and going to the fish houses, which are now removed, but stood near where the small park by the track is now, and a little beyond. After the arrival of the railroad, this was known as Depot Avenue.

Strange as it might seem, Proctor Street was not built until over a hundred years after the town was first settled, or more specifically, after March 5, 1770, when, at a meeting held that day, it was "voted that John Lee Esq. Daniel Edwards Stephen Allen John Teuxbury and Samuel Forster be a committee to lay out a highway through the Great Neck so called down by Mr. Proctors dwelling to the Landing Place below sd house one rod & an half wide and also to find; stake out; & settle the Bounds of said Landing". This landing, apparently, must have been but little used at that date.

More about landings later.

The first settlers, having arrived by water, naturally built their first roads inland from the ocean, rather than parallel with the waterfront; the reasons seeming to be, in order that firewood and timber might be made easily accessible for the fishermen, and also the roads leading inland would lead to drying fields, where the fish were spread out to dry in the sun, as even today, they are dried on the wharves at Gloucester. None of these roads were hardly worthy of the name "road", for they were but the roughest of cart-paths, actually.

Reverting back to the aforementioned Sea Street, it is difficult to know just where Sea Street commenced or ended, as such, for what we now know as Sea Street, or Old Neck Road, was at one time extended through the Eagle Head property and Caner and Dennett estates (formerly Dana's).

I am unable to find anything definite, to tell us whether from this point easterly, the first road continued over the big hill (now known as Crafts Hill, and considerably cut down and changed from of old), or whether it turned northeasterly and went by the brick yards. From there, the road went through Forest Street to West Gloucester. These brick yards were on both sides of the street near where the pond is now, close by the overhead railroad tracks. I know there were some older citizens who thought that the latter course was correct. The known location of the North and South Division lots, so called, adjacent to this road to West Gloucester, gives credence to the opinions just mentioned.

Because the old records tell us that it was not until 1802 that a way was built, from what is now the junction of Summer and Forest Streets, over Crafts Hill, to the junction of Ocean Street and Old County Way (which went over Great Hill), I am of the same opinion as our older citizens just mentioned, that the through-way — Sea Street, after coming out at the Caner estate, turned northeasterly, and joined the other way (at the "Clay Pit on the Causeway"), which was laid out by vote of April 6, 1685.

The first *official* mention of a highway lay-out I have been able to find, is a quote from Dr. Leach's History of Manchester, dated October 26, 1646, and substantiated by the Records: "Gen. Ct. Sat. 'Ordered William Woodbridge, Richard Brackenbury, Ensign Dixey, Mr. Conant and Lieutenant Lothrop shall forthwith

lay out a way between the ferry at Salem, and the head of Jeffrey's Creeke, and that it be such as man may travel on horseback or drive cattle, and if such a way may not be formed, then to take a speedy course to set up a bridge at Mackerele Cove". A further note by Dr. Leach follows: "This road came by West's Farm "near West's Beach at Beverly Farms)" and continued the course through Norton's land, over Bennett's hill till it comes to the corner of John Lee's orchard, where Major Foster's house is, then n. easterly around the powder house hill, by the house of Samuel Lee, then s. crossing the Mill Stream and turning around the town hill, till it came to the corner of the present burying ground, then through the Neck land over Graves farm, till it came to the Gloucester line". Thus it was 1646, that the first road was laid out from Beverly to Manchester.

To put a present day interpretation on Dr. Leach's comment, and a little clarification added, it would appear that the road laid out by the Honorable Gentlemen from Beverly (for they are Beverly family names), is the Manchester end of Hale Street, Beverly; then Bridge Street to Bennett; Bennett to the Regent Garage; then turning north-easterly, to skirt the edge of Powder House hill, in back of the pond and the buildings on Central Street, up as far as Friend Street, thence turning toward the center of the village, down School Street (fording the brook), up North Street, through Washington (which was formerly known as High Street), to Sea Street, at the burying ground, there joining up with the road I have previously mentioned, which passed through Eagle Head.

A way also existed, very early in the history of Manchester, from the "Creeke", up the hill, to connect on the main road at High Street. In reverse, this way is the drive-way, side of the John Allen brick homestead on Washington Street, and went straight down side of the Horticultural Hall building, to the fish houses, which stood

where the freight yard is now. All of this railroad property, including the site of the railway station, is made land, from the present harbor to the present Sea Street crossing. Boats would come in the river and tie up where the freight house and railroad tracks are now located. Horticultural Hall is now located on land which was shore property. This cove, or creeke, was a very busy spot in the early foundings of the community.

In 1683, mention is made of "the way leading through the 'Brushie Plain', be in the 400 acres, said ways are to remain to the town's use forever".

On "September 8, in the year of our Lord God 1685", the neck between the Cove and Kettle Cove pond was sold to John Sibley, Samuel Leach and Robert Leach, they paying 5 £ in merchantable boards to the town, "but a sufficient cart-way shall be reserved to the Cove for the town's use, where it shall be most convenient through the said land, and ¼ of an acre at the Cove for a landing place, forever".

I take this property referred to as "the Neck", to be Coolidge Point, and the landing "¼ of an acre at the Cove", the landing I have previously mentioned, as located at the easterly end of Black Beach, by the Lily Pond.

April 6, 1685, a committee was chosen to lay out a County Road to Gloucester. "This road passed through the burial ground, through Yarmouth, over the great hill to Kettle Cove". (Quote from Dr. Leach.) (The "Yarmouth" which Dr. Leach speaks of, was that section of the town now known as Forest Street.)

This would seem to be the first mention of a road, starting at the meeting house, and going up Union Street to Washington; over

the present Summer Street to Forest Street, over Great Hill or Plum Hill, now called (or Lucas' Hill), to Kettle Cove.

This would seem to be a more or less parallel road to the previously mentioned "Sea Street", from the burial ground, and was considered the new road from Manchester to Gloucester. Undoubtedly, the original road through Eagle Head was abandoned soon after 1685.

March 19, 1691, the town granted 6 acres of land to Samuel Pickworth, with the understanding that he allow a highway to the beach; said beach, being Pebble Stone beach on Pickworth Point. This beach, I think, is what we now call Lobster Cove Beach, and the road referred to would be a westerly section of what is now Masconomo Street.

At a meeting held September 26, 1695, a committee was appointed to meet with Beverly men to "revue, ratifie, or lay oute and confirm ye contry highway betweene beverly meettinge house and ye town of Manchester". "Whereas complaint hath of late been made especially by sum of ye inhabitants of Manchester yt ye highway or country road within ye township of Beverly between Manchester & Beverly Meeting house hath cow lots bye in sum places stopt & bard to ye prejudice of Travelers-ye sd highways in sum parts of it having gon sum times in one place & sum times in another and it being uncertain to both towns which is right ye ds towns viz: Beverly and Manchester have for ye removal of such impediments at present & preventing of such incumbrances for ye future apointed a committee from each town to settle & apoint wheare sd highway shall goo as they shall judge most convenient, . . . ". This seemed to refer to what we now consider the main highway from the Manchester line to the center of Beverly.

Except for the election of a "sevaers of ye hiewayes" annually, it is evident that ways and by-ways gave the inhabitants but little concern, until 1719, when according to the town records (I quote): "Ware as we the Subscribers were appointed by the Town of Manchester at a town meeting on the eleventh day of Juen 1719 to Lay out high wais for the sd towns ues have accordingly met to gather for the fowerth and fift Days of March in ye yere 1722" (notice three years have passed) "and laid out several highways for sd towns ues viz. A highway from the meting hous in sd town to and through the breshshe plain and through ye Parsneg Lot and through Warens and Nortons Lot to the Comon at the head of bennets Plain so caled and bounded it two Rod wide at ye est end of the Pasneg Lot and so as the way gose most conveniant to the fut of the hill and thare with a smal white pine on the north sid of sd way and so two Rods wide to the meeting hous furst mentioned or Landing plase onely at Jno orsments hous on the north side three rod wid and so toward ye sd Breshey plain to the norwest corner of sd orsments land ware the sd wai is two Rod between him and Carters Land and have bounded it on the north side fursthy from sd pine at the fut of the hill to a small whit oak thens to a hep of stones thens to a whit oak in benets Land thens to a wite oak in Carters Land thens to a bech pine in Carters Land thens to a thorn tree thens to a stak and stons thens to orsments bounds then to a stak and stones by Jabes brey so caled at the loer end of sd plain and all so a highway from sd breshe plain wai turning northly from the lettel to the wasward of sd Jabes bray upin to Mappel swamp so caled or ouldmost way over Nathanel Lees Land a Rod and half wid every way and bounded on the norwards of the Mellets swam and so on pas back to the monestry bounds and so forth and so by the hill untel we come to the Commons two Rod wid now from yt a stone or rock in bennets land and also a highwai from black Cove to williams land a Rod and half wid and bounded on the West and north side first with a stak and stns at the corner of heltons

swamp thens to a stak and rocks by ye corner of Heltons Garden thens to the corner of sd heltons wall thens to a stak and stone in Coys Land thens to the Corner of Bennets stone wall thens to the corner of Letherses Land so caled thens to the Contry Road by Williams and Coys stone wall two Rod wide to the corner of David pressons stone wal by sd rode and allso a highway from sd Contry rode turning northerly and a lettel to the wasten of John Lee iunners barn over sd Lees Land and over Joseph Woodbarrys and Petmans and Danel Williams and John Crowels Land to the Common and to the fut of the 29 or 30th Lot and bounded with stak and stons a Rod and half wid also another highwai turning out of the Contri Rode nere the Casway in Woodbarys Lane so called up to the sowest end of the Grate hill so caled nere sd Joseph Woodbarys Land and bounded it with a mapel on ye wast end a bech tree on the est it being a corner bounds of sd Woodbarys land and the south west end of a Common Land laid out for ye use of the fishermen and others to cut firewood from sd trees to the Country Rode a Rod and half wide and all so another highway from the afore sd high way on the back side of Joseph Woodbarrys field to Nathanel Marsters bounds on Glases so caled to the sow wast end of the Common land that lieth at the fut of the Lots laid out by the proprietors order in the yere 1701 and the said high wais are laid out and bounded for the town of Manchesters use from hens forth forever". Signed — "John foster; John Lee Junr; Rechard Leech; Selectmen of Manchester and Cap John Knolten; Benimen Allen; Aron bennet; John Biship; Commethy to Joyn with the Select men".

I have taken the trouble to quote the above verbatum, because it is a typical report of ye olden days — spelling — lack of punctuations and all.

Why old bounds were taken "from a tree or a rock or stake or some individual's land", I never have figured out, but those are the facts.

Most highways were first Indian trails, then cow-paths, which later were widened to cart-paths. (Incidentally, in passing, the size which a cart and a sled could be made, was early defined by the people.) Still later, wagons and shays required better conditions over which to travel, but even then, the travelled way was rocky and crooked, it being much easier to go around big rocks than to remove them.

It is of interest, that when land was taken for highway purposes, the land owners were paid by the town in land at another location, as agreed upon by the town and the owner. It never seemed to be the custom to pay in cash, as we would today.

At a meeting of the Selectmen on March 29, 1725, "Wards of the High ways" were chosen with definite bounds and surveyors appointed for the care of each district or "ward". These wards seem to follow the bounds of the highways just previously mentioned.

Nothing of importance pertaining to highways was done after this until December 10, 1728/9 when "it was voted to Lay out a highway to Ipswich Line where it will be most convenient to go to Jebacker & that the present Selectmen shall be a commity to Lay out sd highway". Note the name "Jebacker", which we now know as Chebacco. This "commity" performed their duties on April 3, 1729, and laid out a road one Rod & half wide, but its location is beyond me for interpretation, it being "by a tree to a rock to a brook to a tree to a pile of rocks to a brook" and so on.

Along in 1732-3 and 4, there seemed to be a hot debate which developed into a law suit, concerning the laying out of a way to "Pettes Cove" and a landing thereat. "Pittes Cove" was the inner-most body of water, which later became known as Forster's Cove, at

what we now know as Tuck's Point — a portion of which was filled in with the advent of the railroad. This seemed to be the first official layout of Tuck's Point Road.

From the Town Warrant, dated February 20, 1767, I quote:— "And see if the town will agree to buy a way through Bennetts and Cheevers Land, in order to turn the way that goes over Bennetts Hill, and also to layout a way from Jacob Allens Barn to the Stone Bridge to the Eastward of John Lyndalls House, and to choose a Committee to do the same, and also to Choose a Committee to Clear the High-way from Incumbrance by wood or any other thing whsoever".

At the "Annual Meeting of the Inhabitants of the Town of Manchester leagally Warned and Met together on Monday the seventh Day of March A. D. 1768 ———— John Lee Esq. Deacon Jonathon Herrick Stephen Allen Danial Edwards Deacon John Allen Andrew Woodberry and John Tewxbury was chosen a Committee to lay out a way from Jacob Allens Barn to the Stone Bridge to the Eastward of John Lyndalls House and to Treat with Aaron and Moses Bennett and John Cheever to see if they will sell to the Town a way through their land, in order to turn the way that goes over Bennetts Hill".

March 11, 1771, "voted to receive Establish & Confirm the Report of John Allen Andrew Woodberry & John Twxbury in their Proceedings in laying out a way from Mr. Jacob Allens Barn one Pole & an half wide to the Bridge Called Babbery Marsh Bridge in the year 1768". This road you will note, took three years for official confirmation.

Here I would like to digress a few minutes, to state that if anyone should care to take the time, as I have done, to go to the Archives

at the State House, they can see the first plan of Manchester, drawn by official order of the General Court. On June 19, 1795, the Court ordered maps drawn and filed of the various communities within the Commonwealth, and as a result of that order, "from an actual survey May 1795", Delucena Bingham drew a plan. Judged from present day standards, it is very crude indeed, but it is, nevertheless, very interesting, but doubtless none too accurate as to proportions. It shows one street through the town, from border to border, very much as I have elsewhere described the first street, except that it does not show it passing through the center of the town close to Powder House hill, but nearly as it passes at the present time. Neither does it show the road as going through the Eagle Head property, so you can see that it was early in our history that these locations were abandoned.

No streets are given a name on the map and all lateral ways are called "By-Roads". Entering Manchester from the west Morses Lane or Highland Avenue is shown. Next is Harbor Street to Black Cove beach. A by-road goes to Baker's saw-mill. A by-road goes to the mill on Magnolia Avenue; Raymond Street is not shown.

Off shore, Kettle Island — outer Salt Rock — Little Egg Rock — Ram Island — Tucker's Rock — House Island, and a few others are shown.

One thing of interest, was a tiny sketch of the meeting house, drawn to show it as facing the East, and about where the monument to the Grand Army is now, on the Common.

Mill brook is named, but there was no pond then. On the brook, about in back of where the Baptist church is now, was illustrated a building, which might have been the poor house, for it was voted to

build one in 1789, at that location. Also across the street, in front of this church, is another square. Doubtless, these represented important buildings at that time.

Again on March 1, 1830, the General Court issued a similar order for a plan to be made, and so, Philander Anderson, in December 1830, drew another plan. This map is much more modern in appearance, and also very interesting. Like on the first map, no streets were named.

On this map, are located the schools; one on Harbor Street. just in off of Bridge Street, and called the "North District School"; (why the North District I cannot imagine, because it definitely is in the western part of the town); a school at the present location of the high school; the Middle District school, where the fire station now stands; and the Eastern District school, shown on the map as being about where Stockton's barn is now located.

The point of land on which the home of Mr. and Mrs. E. Sohier Welch is located, is called "Fort Head". "Bow Bell Rock" is shown in the river near Smith's Island. A road (Proctor Street) is shown from the town landing at Smith's Island to Masconomo Street. Both Bennett and Bridge Streets are shown. "Capt. Colby's Hotel" is illustrated on the same location as the Manchester House.

What we call the new road to Essex, and Pleasant Street, also appear, as well as Forest Street; Sea Street, or Old Neck Road, terminates as it does today, on which are illustrated quite a few buildings. Ocean Street, as far as White beach, as well as the easterly end of Ocean Street, which only went to Black beach from the County Road, also appear.

Now to leave the maps and get back to my story.

It is interesting to note the expression used in those days — "in order to turn the way that goes over . . . ". I find the same phraseology in 1789, when "the town appointed a committee to view the road leading over the 'great hill', and see if it is advisable to turn the same". The "great hill" referred to was what we now know as Plum Hill. Nothing seems to have come from this committee, but again in 1801, it was voted a similar motion, and I guess this time they meant business, for a committee of twenty was named and it was also voted "that the committee attend to business tomorrow"!

In 1799, it was "voted to raise Twenty pounds to be Layed Out on Bennets Bridge" and "that 'Benets' bridge be layed out at Bottom ten feet".

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On July 13, 1801, it was "voted That the town will make a Road going in at the Foot of great hill the western side running the south side and coming out the eastern side to shun the great Hill for Two Thousand & Five Hundred Dollars from the Subscribers". This vote seems to have been changed later, because in 1802, it was voted the town pay the bills "to build the New Road from Kettlecove to the Clay Pit". This is Summer Street of today, from the junction of Ocean Street, westerly through the woods, over Crafts Hill to Forest Street. It is this vote which leads me to believe with the Older Settlers, as I previously mentioned, that the original main road from Caner's Avenue, did not go over Crafts Hill, but turned, to come out at Forest Street, and then proceed to Gloucester. This section of the original road must have been abandoned early, because it is not on the map of 1795.

At a meeting held March 7, 1774, it was "Voted that the selectmen be a committee to Treat with the Proprietors of the Neck Land; and see what they will Take for a way through their Land to the

Neck Beach". This to me, has all the ear-marks of a Yankee trade in the making. As a result of this vote, a road, possibly Cobb Avenue, from Masconomo Street to Singing Beach was eventually built.

1856 - A road to Singing Beach was rejected by a vote of 8 to 49.

"Old Neck Beach Road", now the easterly end of Beach Street, was laid out and adopted in 1864, 50 feet wide, and went to the sea. This road should not be confused with "Old Neck Road", which was much older. Notice it was well over one hundred years after the town was founded, before the beauty and value of Singing beach was recognized enough to construct a road leading to it, and then only from Masconomo Street. It was several years later, or in 1873, that Beach Street, as we know it today, was opened to "Old Neck Beach Road".

In 1724 "the road 1½ rods wide was built from County Road to the White Beach". There had been a very narrow way to the beach before this. This refers to Ocean Street, as it passes the Town Infirmary to the beach. It was not until 1884 that Ocean Street of today, was laid out "as a pleasure drive".

This resumé in brief, gives a general idea of how, and where, our first roads were established. As I previously stated, it would take a whole book to complete the story of the ways and by-ways of the town, up to the present time, but generally speaking, the important ways of today are the same as I have mentioned here, with the possible addition of Pipe Line Road, or the new road to Wenham, as some of us know it to be. This road, as its name implies, follows the water pipe-line to Gravel Pond in Hamilton and was built in 1911 and '12.

CHAPTER FIVE

STREET NAMES

I DON'T suppose but few of us give much thought to a street name, until we actually come to look for a certain person's residence, and furthermore, little do we think of the significance of the meaning of the name of the street.

Manchester street names probably differ but very little from other small communities. When it comes to naming a street, it is usually named for a prominent citizen, or because a school, or a mill, or a brook, or a church, is nearby.

In the early settlement days, very little attention seemed to be given to names of streets — chiefly because there were so very few streets to name. It was always thought that a district name seemed to suffice. Therefore, we had in Manchester, "Kittle Cove", "North Yarmouth", "The Plane or Plain", "Old Neck or Neck", "Newport" and "Centeral Street".

For the benefit of all, I will attempt to roughly interpret these areas.

"Kittle Cove", or Kettle Cove, was all the easterly end of the town, now spoken of as Manchester Cove. "North Yarmouth" was Forest Street and thereabouts. "The Plane" was nearly all the area above or north of Saw Mill brook. "Old Neck and Neck" was Sea Street and Smith's Point. "Newport" was all West Manchester beyond the westerly junction of Bennett and Bridge Streets. "Centeral Street" was the center of the town.

It was not compulsory to record vital statistics in Massachusetts until after 1842, so from then on, it seemed expedient to list persons from a certain street; therefore, it was not until then that serious attention was given to street names. In 1883, the selectmen, at one of their meetings, voted to name the streets of the town, which have remained the same since then.

Having studied the records, I will mention some interesting facts about present street names, as well as those of years ago, without regard for locale continuity.

Probably few, now living, have ever heard of Morses Lane, which corresponded very roughly to Highland Avenue of today, except that, as it left Bridge Street, it went to the back of the houses standing now on the easterly side of the street, and as it ascended the hill, it bore off to the left, through what was then known as Ox Bow Pasture. The County Commissioners were petitioned to widen and improve this road, but the request was refused, and in 1883, the town abandoned "Morses Lane".

Western Avenue or West Street was present Bridge Street, west of Bennett Street. In 1771, a road was built from Miss Rabardy's corner, then called Story's corner, to the westerly end of Bennett Street, over a new bridge, and this portion of the road was called Bridge Street, as it is today.

Bennett Street or Bennett's Hill, was always Back Street, renamed in honor of the Bennetts in later years.

Harbor Street, which leads to the harbor, is a recent name, comparatively speaking. Previous to being called Harbor Street, it was Depot Lane, after the advent of the railroad. There were two "Depot Lanes" in town; one leading to Manchester station and one to West Manchester. Some called the one to Manchester station, Depot Avenue.

Forbes Road to Black Cove was from what is now the railroad bridge on Harbor Street, to West Manchester station. The names Forbes and Black both refer to families who lived nearby.

Thurston's Point, was our present day Tuck's Point. These were also family names.

Bow Street was a short street at the Beverly line, shaped as the name implies, like a bow, and skirted the marsh at the entrance to the Denegre house. This street was abandoned in 1898.

Ashland Avenue, accepted by the town in 1860, was Marble's Lane or Cheever's Point, or Cheever's Lane, named for the Marble

and Cheever families, who lived nearby. It also was sometimes called Point Lane.

Church Lane or Church Street, joining the church property, was as it is today.

The name "Union Street" has an interesting derivation. It was so called because so many young men living on that street, were fighting in the war for the Union; in honor of them, it was named Union Street.

The lane leading to the Congregational chapel was called Trask's Lane, and originally led to a wharf at the water's edge, near where the sewer station is located.

School Street originally was thought of as starting at the Town landing (or Common, as we know it today) and terminating at Saw-mill brook. This street passed the school located where the fire station is now (as well as past a private school located opposite the Baptist church), and later went to where Rosedale cemetery is. North of that, the road was very insignificant and not much more than a cart-path, until 1816, when the new or present road to Essex was put through. The main road, in the old days, to Essex, was what we now call Old Essex Road. Upper School Street was Plain Street at one time.

Pleasant Street was the "Plain", except the westerly portion which was Andrewville. Pleasant Street also was the Manchester

end of the road to Wenham. There wasn't any Pine Street in the very early days, above where Mr. Austin Jones now lives, and that portion of Pine Street to Central Street was called Hooker Morgan Road, but sometimes referred to as Baker's Court, probably because the Baker family residence was located near where the Hobbs' house stands now. Pine Street was officially laid out by the town in 1854, but the layout was not accepted; in 1855 the County Commissioners laid it out and ordered the lay-out accepted.

Our present Beach Street, as far as the railroad, was called Depot Avenue until 1873, when the road was extended to Masconomo Street, and then called Beach Street. This extension of Beach Street to Masconomo Street was objected to by the voters for a number of years, before it was finally built.

Tappan Street was named for the Tappan family, who lived there.

Sea Street was Old Neck Road, and I found it mentioned by name in a deed, dated 1745. "The Neck" was Smith's Point.

Washington Street, early, was called High Street, until about 1844.

Summer Street, from Ocean Street to Forest, was first called East Street. Forest Street, which leads to the forest, has borne that name for many years.

County Road, which was the main road to Kettle Cove and Magnolia, was laid out in 1685, and led off of Forest Street, across

the fields and up over Great Hill, or now spoken of as Lucas' Hill, and down the easterly end of the hill, where Ocean Street now joins Summer Street. Summer Street, over Crafts Hill, was not built until 1802. Summer Street, from Beach to Sea Street, was built in 1900, at a cost of $13,000.00 to the town.

"Row", or "Summer Street Row", was at Kettle Cove.

Allen's Lane or Court, I believe, refers to the road off Washington Street, by the brick residence of the Allen family, the descendants of whom are still living in the old homestead.

Holton Court, I believe, was the extreme end of Friend's Court, or Friend's Street, named for Daniel Friend, an old, distinguished gentleman of Manchester.

Burnham Place was the road now side of the Catholic Church and led to Mr. Burnham's house.

Brook Street also was referred to at times as Elliott Street or Giles Court. The Town Pound was in this location for years, being where the G.A.R. hall now stands, and was built in 1698, at a cost of 12s.-06p.

Felker Place was the easterly end of Desmond Avenue, and named after Mr. Felker, who owned what we know as the Desmond house and a cabinet shop nearby. Desmond Avenue was originally called Desmond Road.

Vine Court came into being in 1868. This was the School Street end of Vine Street, as we know it today.

Turtle Hill was the area where the Water Department superintendant's house now stands, and the adjoining gravel pit, which was a hill or mound shaped like a turtle. Turtle hill dam and Turtle hill mill were on the stream where Lincoln Street now passes.

Fowler Place (now abandoned), was the westerly end of the old original road, which went from Pine Street to Friend Street, along the edge of the hill, as I have previously described. This same street I have seen referred to in the records as "the old road to Salem".

In the records of 1866, I find the following: "voted to discontinue the Old Town Way now in 'disuse' on Old Neck Hill, opposite the dwelling of Mr. Joseph Proctor and grant his request to fill it up and fence". I have no idea what this street was named nor its terminus.

While there are many other street names which I could write about, I have just mentioned some of the older ones.

KILBURN & CROSS SC

CHAPTER SIX

LANDINGS AND WHARVES

THE locations of the recognized landings and wharves established by our earliest settlers, to me are interesting and more or less should be considered with, or as part of, the first ways. It was these landings, which became the starting points of many roads inland.

The word "landing" to our forefathers, went way beyond the meaning of the word, as we know it today. "Property" is the word we would use today, in many cases where they used "landing".

Many people might think of landings, as wharves, but all landings are not wharves, yet all wharves are landings, either public or private; nor were they all at the water's edge, which bears out my deductions from the records, when I said that "property" is referred to many times. When they mention "such and such landing", it more properly should read "such and such property".

Another word originally used was "plantation", when they referred to the town as a whole, not as an individual's property. The words "village" or "town" were uncommon in the early records.

The word "landing" first appears in the records of the town as follows:— "Ye 12 month 72 it was Generall — upon at a towne meetaeing that — house shall be builded 18 foot — cepting stud with too Gabell ends — at ye landing place by — the inhabetents ar to come to — lumber this day fortnight".

It is generally conceded that this refers to the location in front of the Congregational church, which we speak of as the common. The "house builded 18 foot" was the first meeting house located in close proximity to the location of the present Congregational church.

A previous record refers to "building of ye Meeting House" (the previous vote was December 1672).

"The landing place at the southern end of the Road East of the Orthodox Meeting House" was, as it indicates, a small landing at the very end of Church Street. Built in 1767 by the town, one rod wide and running to the water, it was widened to 19½ feet by the town in 1851. "In 1860, Mr. Kelham with the consent of the Selectmen of that year, built an abutment by the waterside and filled up nearly to a level of the road". For this work, Mr. Kelham (who lived nearby), expected to get exclusive use of the wharf, but objections were raised and the lease was never given.

Older residents can well remember that this landing was separated from the present town landing, by the land and dwelling of Capt. Thomas Leach. Capt. Leach's daughter was the wife of our venerable Town Clerk, Alfred S. Jewett, who served the town well and faithfully for many years.

On the last day of March, 1684, reference is made in the records to the "Landing Place at the waterside blow the town bridge — Likewise the way that gose to and through the brushee plain the said ways to Remain to the towns use from the sd Coman land to the water side at the Landing Plase below the bridge aforesd". This way is School Street of today, and apparently started at the water's edge, where the town hall now stands, and extended up School Street through Mill Street, to the "Coman land", which was in the vicinity of Ayer's ice pond. History speaks of this landing as "Bounded by land of Benj. L. Allen, First Parish Meeting House lot, and by land of Tho. Leach on the easterly side — by the River on the south, — by the mill privilege on the West, and by the County Road on the North". You can readily see that this refers to the present Town hall and common area; and incidentally, it did not include where the Grand Army monument is now located.

The wharf and some buildings on the town landing, so called, were first built in 1735/6, between the landing place and the Central Street bridge at the Police Station. First mention of this bridge is in 1684 you should notice, which probably indicates about when the road by Powder House hill was abandoned. After the wharf was built, a man was always in attendance to collect fees for the use of the wharf, and likewise to see that the rules and regulations pertaining to the wharf were properly enforced. This was an elective office in those days, with the title of Warfenger.

From time to time, the townspeople voted the privilege to different individuals to erect and maintain structures of various types upon this land and wharf, for which a rental was collected.

The area now used for parking autos, is filled land, and was actually the water area in front of this landing and wharf.

In about 1865, this landing probably was most active in its history, for then there was located on it, the "Kelham & Fitz Shop; Asa Richardson's Shop; Rust & Marshall's Shop. The wharf was rented to Thomas H. Kitfield and 'the Hay-Scales Lot was a free rent in consideration of the public convenience they afford' ".

On the wharf referred to, were the coal sheds of Mr. Kitfield, which were destroyed by fire in 1871.

The second landing mentioned in the oldest town records, refers to that at the end of Black Beach at Manchester Cove. A committee on the 8th day of September, 1865, sold to John Sibley, Samuel Leach and Robert Leach, roughly speaking, all of Coolidge Point and immediate vicinity "to have and to hold for ever which said land being sold to the partys above named to value of five pounds in marchentable boards paid to the town of manchesters use by the above sd John Sibly, Samuel Leach & Robert Leach And we the sd committee do Reserve a way a sufficient chart way where it may be most convenient from the Coman Land of manchester for the towns

use through the above sd Land sold or divided the sd way to come to the Cove above sd where it is most convenient for a Landing place which is alowed to be half an acur for the towns use both the way and the sd Landing places to have and to hold for use to the sd town".

As far as I can ascertain, there never was a wharf or landing built at this location, but much lumber was brought from the nearby mills (of which there were four within a small radius) and shipped away from there by boat. It is hard for us to visualize this now, because there are only a few hours per day when there is sufficient water to float a boat of any size at this location, near the Lily pond.

In spite of the vote quoted above, allowing the town's use of the "half an acur and way", the town has no claim, as I understand it, to this location. In fact, most of the old landings have just drifted away from town ownership, for one reason or another. I cannot attempt here to trace the full life or ownership of these different landings, in this short treatise. The landing just mentioned by the Lily pond, was bounded and recognized as late as 1808, as being "below the land of the late Paul Leach". This Leach property is now the Dewart estate.

The next landing mentioned, in point of age or sequence, is the Yacht Club landing. I mention it by its modern name, because I am certain you could not recognize it by the vote of September 7, 1685, whereby the town granted " to ginken williams all ye peece of comon Land yt ye sd ginkens have taken in with his fence upon ye knole before his house upon condition yt ye sd williams doe make a suitable cartway from ye way yt goeth to pitses from sd way over ye hill by ye outside of his fence to ye next balow & also to Alow a foot way cross his land whear ye way now goes from black cove & maintain A gate or a suefishent pair of bars in his fence in ye way to pitses to ye Landing place which ye town have & doe reserve for

ye towns use it being A quarter of an Acker or their abouts most convenient to ye watter for transportation".

You can see from this vote, that a landing existed prior to 1865, at "pitses", near Black Cove. Black Cove was where West Manchester station is now. Pitt's Cove was between Norton's Point and Pitt's or Tuck's Point.

March 13, 1731/2, it was voted to lay out the way to Pitt's Cove and "the Land Resarved at sd Cove by sd Town for a Landing plase according as it is Repared & Recorded in sd Towns Book of Rackords".

The bounds of this landing and roadway were read at a meeting December 4, 1732. Dissension arose, and so on March 8, 1733, "it was Voted & a Greed to Relinchus All our Ritte & Interest In the way to pettes provided that Nathaniel Marstars will see a way from the high way to Nichols poynt in the way that Leads Down by his house to sd poynt & a quarter of an acer of Land most Convenant for a Landing plase for the sum of ten pounds, etc., etc." The landing bounds remained unchanged, however, and were "as foloweth Begining at an old pine stump standing in the thack bank it being the narwest Corner Bounds of sd Landing plase thence Easterly by sd thack Bank 6 pols or there a bout thence turning southerly by sd Cove 7 pols & 6 feett to a stake & stone about it which is the Southeast Corner Bounds thence west or ther a bouts 5 pols to a stake wuth stons about it which is the southwest Corner thence norwesterly 6 pols to the Stump furst menchened including inall a quarter of an acer or there about". This I should say was on Nichols' Point, and in 1787 was spoken of as Capt. Wm. Tuck's wharf.

Close by this location, and about where the Tuck's Point pier now stands, another wharf existed. The town agreed, in a meeting March 12, 1738-9, to allow Samuel Lee, Jr., to have "a peace of the Rocks & flats that is Most Conveanant for the building a wharff

thereon (of One hundred feett Long Noatheast & souewest or up & Down the harbor & Sixty feett wide is heareby Given to the said Saml. Lee Junr, etc. etc".

There is no record which I can find, of Mr. Lee ever building this wharf, but he or someone must have done so, for the landing place on "Marstus Point" is often spoken of in the records, as having been "Leat" to someone, and some of our oldest residents remember this landing or wharf. Also, it is remembered that a large old fish house existed in the open field nearby (at Tuck's Point), which doubtless had a direct connection with these wharves.

A landing also existed for some years (first mentioned in the records of 1724-5) at White beach; also often referred to as Little Crow Island or Crow Island landing. This originally included nearly all of the Poor Farm and the King property, as well as Little Crow Island, which is a large area for a landing. In this same area, was included the location of the wharf, or sea wall, authorized by vote in 1817, built at Crow Island.

In 1792 "Daniel Low had 'liberty' to run a wharf to the point of Rocks opposite the town wharf". I assume this is the same location now occupied by Knight's Coal and Lumber yard.

A wharf once existed where the railroad tracks are now, on what was the Merriam property, near Norton's Point.

A landing place existed at Black Cove, which took in all the area we know of as Black Cove Beach, and as early as 1787, the western boundary went to where "Capt. Samuel Forsters wall now stands". This probably was about where the railroad is now, because in 1865, the line was seventeen feet from the railroad land.

"Crony Cove" landing, is one seldom heard mentioned, and is the extreme end of Grays beach at the Gloucester boundary line. I am unable to find any exact bounds of this, but it is that "portion of

the beach lying between the Gloucester town line and road, and the Sea".

"Clay Pit Landing" was that triangular area between Forest Street and Summer Street, on which a school house stood for many years.

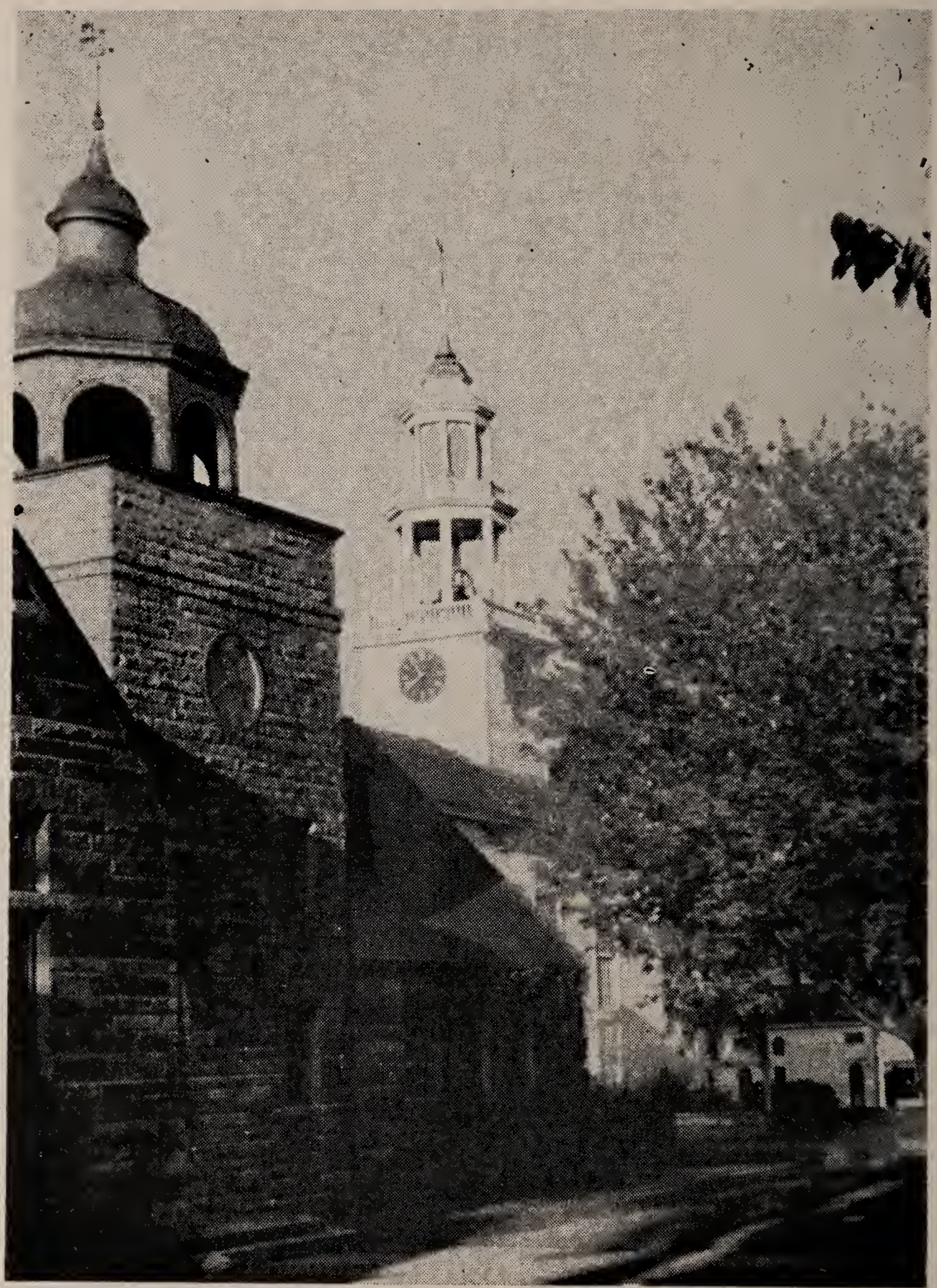
The landing "by Saw Mill Brook" really was on both sides of the brook. It was bounded on the north side by land now owned by Miss Meldrum, and the south boundary must have been about where Desmond Avenue is now. The town let several portions of it for house lots, and maintained a right of way where Brook Street is now, as well as maintaining a pound upon this landing.

"The Town Landing on the River near and below the dwelling house formerly Major Burley Smith's" and defined in 1826, was quite a large area. It is one of those landings which were bound by a stake, to a rock, to a stump, to the low water mark, etc., etc. Doubtless, an engineer could ferret out more definite bounds, but to me it is like reading Greek.

I do know, that part of the landing was quite recently sold by the town to the Codman estate, and part of it is now the Read estate. Over a period of years, the bounds of this landing were the subject of litigation with the abutters. Like many other locations, tradition has it that the fishermen used this landing to spread and dry their fish and nets. A wharf once existed on the "Island", but I can find no official record of the same.

A wharf, which I have not previously mentioned, at one time existed at the foot of Trask's Lane, or Chapel Lane as it is now spoken of. I found only one reference to this wharf in any of the records.

I believe I have mentioned the most important landings, although, doubtless, others did exist.



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CHAPTER SEVEN

"MEETING HOUSES" OR CHURCHES

IF I were to write of the ecclesiastical history of our various churches, it could easily be a volume by itself, but I want to interest you, more particularly, in the physical structures, with possible sidelights.

Like in every other New England town, I always have understood that one of the first structures erected in the establishment of a plantation, was the "meeting house". The name itself signifies that it need not necessarily be a house of worship, for all public gatherings were held in the "meeting house". Incidentally, when we realize that in 1640 the total number of persons living at "Jefferies Creeke" was but 60, it did not require a very large building for a meeting house.

In spite of what I have just said about the early establishment of meeting houses, the records of the town do not disclose the erection of a meeting house until in "ye 12 month 72 it was generell — upon at a towne meating that — house shall be builded 18 foot — cepting stud with too Gabell ends — at ye landing place by — the inhabitants or to come to — lumber this day fortnight". As you can see for yourself, this vote seems very vague, but it is accepted as being the start of a public meeting house. That public meetings were held previous to this, is very evident, but no previous mention of a building is found; thus it seems, that an 18 foot building, with two gable ends, was our first meeting house, located on the landing place, and not far from the present Congregational church, in 1672.

Tradition has it that a meeting house was built in 1656, but there is nothing in the records to substantiate it.

Next I find this:— "At a town meeting Leagually Warned and met together on the eighteenth Day of January 1691/2, 'Whereas our old meeting house being the most past Considerable part of it Rottun and the sd house allso being too small to Acomodate our people When Conveined to gether for the Worship and service of god. It is therefore voted and fully agreed to have a new meeting hous built of these Dimentions following the Length to be therty foot the breadth their of to be twenty five foot the height between th sell and the plate to be sixteen foot the form of the Ruff of the sd house to be in the same form of beverly or Wenham meeting hous with a — belvery on the top of sd house suteable for a good Bell of about a hundred Waight or more and thee galeries to be built that is to say one on won side of the whole length of sd house and the other tow at each end the whole breadth of sd house: And it is voted and agreed that the Committee that are now chasen namely John Siblee, Robert Leach, Thomas West, Samuel Alen Senr, John Ley and William Alen or the majer part of them Doe and are at this sd meeting fully impowdered by the town to agree wit ha woark-man to build the sd house for and in the behalf of the town at the sd towns cost and charge all to bee paid in mony at tow paiments to Witt the first paiment when the above sd house is Raised which is voted to be by or on the tenth Day of June next Insuing and the last paiment to be made When the sd house is finished Which is to be done by the Last day of October folowing the sd house to be set near the old meeting house Where the above sd Committee or the Majer part of them do Apoint or Determine; and see that the sd house be every ways Completely finished with seats and all other decent & suteable apartainances theirto Convienian for the whole house both within and without as the sd Committee or the majer part of them Doth order and the above sd Committee or majer part of them are to place the people in the seats of sd hous".

That to me is "Some Record", and it speaks for itself! There is one thing which I notice in the first sentence of the record just quoted, that makes me wonder if the meeting house I mentioned as being the first meeting house, as per the record of December 1672, was ever built. If so, it must have rotted very quickly, as per this other vote, taken only twenty years later, which is one of the reasons given for building a new one.

You may be interested in the cost, and the way they collected the money in those days. The committee in charge, sought out the constable and told him how much money was needed, and it was up to him to collect it. He was the assessor, collector, treasurer and constable all in one, and usually for pay (if he was lucky), he got by without being assessed. It was the old way of saying the modern expression — "It's the cook's own fault if he doesn't get anything to eat!"

In the case of this meeting house, the committee "reconed with John pearce for a rate comited to him to defray ye charges for building ye sd house, sd rate amounting to 81 pounds money ye sd rate bearing date October 13, 1692 . . . ". So you see, in plain present-day language, the building and contents cost 81 pounds, — the village, or plantation as it was then called, being under British rule of course — therefore pounds, instead of dollars.

This might be a good place to mention briefly, that annually, at least one man and often more, was elected as "tithing men". He, or they, was a sort of a combined janitor, usher, constable, "Major Domo", who assigned people to their seats and preserved order. It was he, who the younger generation had to fear if they made any disturbance, and some of these "tithing men", according to the records, took their jobs very seriously. It was not uncommon for him to wear a uniform of some sort.

Whereas I mentioned above, that the meeting house cost 81 pounds, I found that four years later a meeting was held and determined that if the "team work in hauling all the material of sd house" and other charges were considered, the cost was considerably more, actually, than the 81 pounds.

I can't help but wonder why the meeting houses had to be replaced so often, unless it was increased population, but at a town meeting, held on December 22, 1719, "it was voted and agreed to bueld a new meeting hous as fast as it can be Dun" and at the same meeting "it was voted that ye meting hous shall be buelt 49 fut long and 35 fut wied and 20 fut stud and allso that ye hous shall be planket and not studed". "Samuel Lee Seneor, aron benet, Recerd Leech, Beniamen allen Jabez Doedg was Chosen a Commettey to sarve in ye afore sd matter of buelding a new meting hous".

Judging from the next vote, I should say that the Yankee trading spirit still prevailed in that generation, and furthermore, the influence of labor unions was nil. While the votes I am quoting, may be difficult for some to understand, I think their spelling, phraseology and apparent sincerity, warrants quoting them, particularly where it has been my desire to state facts, where facts are available, rather than conjecture, or tradition.

Voted "that ye Commetty Shall tak ye subscreption and agree with everi man for his work or stuef for to bueld ye meting hous and to agree with a artefeshal workmen to oversee ye workers & to work themselves as cheep as thay can and when ye meeting hous is fet for ye Congregation to metin and exsepted at a town meting by ye sd town then ye Commete to Give an account of ye Cost of sd hous to ye town yt so ye sets may be stated each set parteckerly".

I am frank to confess that the meaning of that last ten words of the vote is vague to me, but I feel sure that it refers to the seats, or the seating within the building. I think this is so, because on the "tent Day of november, 1720", a committee was appointed "to set a pries on the pews and seats in sd meeting hous".

At this same meeting, it was voted that "the bell shall be hanged in the new meting hous" and it was also voted "to despos of our old meting hous viz to sell it as soon and for as much as they can to him that will give most for it and that they shall begen to take Down the old meting house as soon as they can after the tertenth of November ——".

"On the fowerth Day of february in ye yere 1721 —" the committee "shall forthwith finnish ye new meting hous as the sd commetty thenk most for the benefet of the town or propriettors of sd hous and the parsons according to thare purches in sd hous or as near as can be with Convenenti to thare satisfaction & it was voted that ye pews and seats set to subscribers or inhabetans of ye tn of manchester should be intitteled to them and thare hiers by a record mad and cept for that perpos and ye prise likewise it was voted that ye money Given by an parson living out of town of Manchester to wards the buelding of a new meting hous in Manchester should go to wards bulding the pulpet and all pen monny Given should go to wards bulding the menestry pue in our new meeting hous in manchester. It was voted that the 12 pounds for the old meting hous added to ald proprietters sibscriptions and the Glas allso".

The way this vote comes to an abrupt close is also vague, but it would seem that the old meeting house was sold for 12 pounds and the glass. It is very evident that window glass was scarce and

valuable in those days, as I have seen it mentioned several times in the records as being salvaged.

This church, or meeting house, as they chose to call it, seemed to suffice the inhabitants for a longer period than the preceding buildings, for it was not until at a town meeting held in March, 1750, that it was voted "to repear the meting house in Manchester this year".

1721 — Meeting House on the Common

So many votes were taken in connection with these "repears", that at the price of boring you reading them, I think they are worth quoting verbatim, because they show how minutely every detail was considered; and perhaps most interesting of all, is how any two citizens could have influence enough to build an addition to the meeting house to their own liking, if they couldn't have the pew or pews they wanted.

"Voted to Bye the front Row of Pues in the front gallary and the front seats on the side gallary and the mens Seats below on the flor for ye Town. Voted that the proprietors in the Meeting house in Manchester And the Non propritors vote together in Town Meeting in the affair under consideration viz for repearing or Inlarging the said Meeting house any Law or Reason to the Contrary not withstanding. Voted that the town grant a tax on poles & Estates for Raising The sum of Forty five pounds Lawful Money for Defraying One half of the Charge of Repearing of the Meeting house provided The Proprietors of the Seats in the Meeting house at a Legal Proprietors Meeting rase a tax on their seats for the like sum of Forty Five pounds L. money for Defraying the other half of the charge of said repears of wich if they fail then the above vote to bee of no force nor vertue and also voted To grant Liberty to Nenja. Marston Esq and Samuel Allen Junr and their associates in case thay cannot be provided with seats in the Meeting house to their satisfaction to make an inlargement of said house at their one Cost and for there accommodation In manner as hereafter is Expressed viz. to carry the South East side of the house nine or ten feet Back where side may be about 45 feet and take a Rafter running on the same slope with the old house to remove the pulpit back and make a Range of Pues along by the wale and leave a small alley between the new Peus and the present wall Pues and to make sides to the Present wale Pews in maner like the other work And to lengthen the gallary at our one Cost & for our advantage And Compleat the hole in Anno 1751 or not at tall. Voted to give the plank and girts and Cords & Plarstering of the South East side of the Meeting house to the sd Benja Marston & Samuel Allen & their associates to enable them To carry on the enlargement above mentioned. Voted that the Town and Proprietors out of their Jont Stock of money for repearing the Meeting house Be at the Charge of four window frames of like Dementions with the Others & sashes and glase and pulpit windows

And Place them on South East side of ye inlargement and That they out of the before mentioned Stock Clabord as many Aquare feet on the Out side of the Inlargment as there are Square feet Clabbording now on the S East Side of the Meeten house. Voted that the Assessors shall Assess the Town 25 Pounds Lawful money to Defray Town Charges the year Insuing. Voted that if the owners of the front Pues Refuse to sell them then the Town to Build a seat before said Pues. Vote that Samuel Lee Jun'r Jonathan Allen Junr. Jonathan Herrick Benja Lee and Robart Knowlton shall be a Commite to repear the Meeting house in Manchester. Voted that the Commite Chosen To Repair the meeting house in Manchester namely Samu Lee Jn. Jonathan Allen Junr. Jonathan Herrick Nemja Lee and Robart Knowlton shall be a Commite To agree with ye oners of the Pues and seats in the Meeting Hous and bye the same For the Town of Manchester as Cheap as they Can. Voted to Build a Stepel to the Meeting house In Manchester in the year 1752. Voted the Commite Chosen to Repear the Meeting house shall Provide Timber in the Insuing winter To build the afore said Stepel".

In 1753, it was voted to build a steeple to this church, but before they got around to building it, it was voted in 1754 "to Build a Steeple to the Meeting house From the ground upwards in Lew of the Steeple that was to be built from the beams and upwards in the year 1753." This meeting house, by the way, faced the east.

According to Drs. Leach and Lamson, in their histories, both mention this item dated 1754:— "Paid for a weather cock £ 7-10-8" — "The same is on the present meeting house". This latter comment was written in 1835. I have studied the original records very diligently, but nothing is recorded in the town records to substantiate their statement. However, it is interesting to know if it is a fact, and it is possible that their information was obtained from church records which I do not have.

While we are mentioning the weather cock, it may interest some to know that where it sets today, it is 115 feet up from the street level; it is 2 feet 8 inches high and 2 feet 5 inches from tip of the tail to beak, and weighs 15 pounds. This information was obtained on the 13th of July, 1925, when the "rooster" was taken down because of the damage done to the spire the day previous, by lightning. The weather cock was uninjured, but was found to need a little mending from age. Since then, when the church was painted in July, 1930, and again in July, 1941, the weather vane was removed and regilded.

After the erection of this meeting house in 1754, little is mentioned in the town records of the house, until 1804. This probably is because of the interest and concern felt over the Revolutionary War, which left the town terribly in debt, and saddened by the loss of several citizens. It was many years later, before the financial condition of the town warranted the expenditure of any money, except for the bare necessities. To record this era, would be too voluminous and not of progression, as we like to think of it. It was one of real poverty, privation and pestilence.

On December 3, 1804, it was "Voted to build a New house for Publick Worship", also "Voted to set the Meeting house on Maj. Storys Land by Miss Girdler or near". Evidently, this was not immediately put into effect, for many meetings were held and many locations considered, before it was voted to have a committee, one from Ipswich, one from Gloucester and one from Beverly, decide on the best location. They reported, and it was voted to build it on the hill on Major Henry Story's land, opposite Dr. Norwood's house. (This would be where the Priest School is now located.) In the meantime, it was voted not to repair the old meeting house, and a vote was taken to prosecute the boys who broke windows in the old building.

In 1808, they changed their minds again, and voted this time to repair the old house.

Finally an article in the warrant of February 23, 1809:— "To take into consideration a Spot for erecting a Meeting house and to see if the Town will petition the General Court for a Lottery therefor" received consideration, but not favorably. A month later, it was agreed "that the Proprietors have liberty to erect a meeting house on land of William Tuck Esq. and Henry Lee and so far on land of the town as may be convenient to accommodate said house".

From then on, they really got down to business, paying anyone who worked on the building, one dollar per day.

Here is an interesting vote, taken December 25, 1809:— "Voted to hang the bell on the new Meeting house as the Town's property to be rung and tolled on all occasions". At this same meeting, it was agreed that the town pay for the dedication of the New Meeting house. Incidentally, for the first time in the records of the town, the word "church" is beginning to occasionally appear. It has always been, and still is most of the time, — "meeting house".

The old Meeting house was sold at auction and the money obtained divided among the "Proprietors according to his or her share in said house". The town records do not mention just when the old building was taken down, nor when the dedication of the new one was held, but history records the dedication to have been February 14, 1810.

Thus our forefathers, by those simple, humble words of deliberation, established the nucleus of what grew to be, we think (and rightfully so), the most architectually beautiful church in New England. Erected in 1809, and still a monument to our stalwart

master craftsmen of over a century ago. Extensive repairs, remodeling and modernizing, were made to this building in 1845 - 46, and on April 9, 1846, it was rededicated with appropriate services.

Before referring to the other churches of the village, I would like to mention this vote about the clock, taken on March 20, 1882, wherein the sum of $550.00 was appropriated for placing in the tower of the Orthodox church, a town clock. This vote came about as a result of the committee's report, which stated in part: " . . . The E. Howard Watch and Clock Co. will furnish a#2 Tower clock, to strike the hours, with pulleys, dial works and figures for four dials, packed and delivered at R. R. Station in Boston, for Four Hundred and fifty dollars, warranted free from all original defects for five years. They charge $5.00 per day and expenses, for a man to superintend the putting up of the clock which they estimate at $30.00, probable cost of carpenter work they estimate at $50.00, making estimated cost, $530.00 . . . ".

I think this report shows clearly, that the faithful old clock which still awakens us by its banging out the hours, certainly is well worth the investment. Also interesting — how far would $50.00 go today for carpentry work?

Also, in connection with this clock, is recorded the following:— "At the last annual meeting of the First Parish, it was voted that the Town have permission to place a clock on the tower of the Meeting house provided it be done without expense or cost to the Parish".

This settles the question often asked by the general public:— "Who owns the clock?"

A summary, with reference to the bell, is as follows: In 1695, a bell was presented by George Norton; in 1719, the old bell was

removed to the new meeting house; in 1785, a new bell, weighing 300 pounds, was purchased and used until it was replaced in 1845 by one weighing 2200 pounds. This bell served long and faithfully until it cracked in 1914, and was replaced at a cost of $1,000.00 in 1915, and that is the one we are hearing today. Quite a furor went up when this last bell was delivered, because the names of the Select-men were made in the casting. Arguments got so hot, that eventually the names were chipped off with a cold chisel, to settle the dispute.

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The meeting house of the Baptist Society has a much more recent origin. The Baptists, similar to the Orthodox of the 1600's, and later the Catholics, held their first worship or missions in private homes.

With the Baptists, it was 1843, when thirteen men and women met and organized themselves into a "Christian Church" and they were joined soon after by fifty-seven others. They immediately voted to build themselves a building, measuring 48x64 feet, with a tower, in which is a fine bell weighing 1200 pounds, and on February 28, 1844, the church was opened for worship. It was not until six years later, that it was recognized as a regular Baptist Church. In 1886, it had a membership of eighty-seven, and since then it has grown in membership, to become a considerable influence within the community.

The building was built on land originally belonging to the Orthodox parish on School Street, at its present location. The orig-inal planners planned well, for except for some general alterations which were made in 1910, the building exterior remains today very much the same as it did originally, although memorial windows were set in. A beautiful new organ and pulpit were installed, after which the church was re-dedicated on April 10, 1910, with many former ministers and other dignitaries being present.

SACRED HEART CHURCH — 1908

The present Roman Catholic Church in Manchester is the most beautiful public edifice in town. The good Priest, Rev. William F. Powers, often said at the time it was being erected, it was the best Catholic Church built with Protestant money, that he ever saw. In explanation of this I might say, that Father Powers was so well liked by peoples of every faith, in and out of the community, that they were glad to subscribe their bit, to see his ambitions realized. The wealthy residents especially, gave very generously toward its construction.

It was in 1871, that Manchester and Ipswich became missions of the Beverly Parish, and from then on, their influence was felt. In August of 1872, a lot of land was acquired for the erection of a church on School Street, at the corner of Burnham Court. Previous to this, masses were celebrated in private homes, and it is known that the first mass was celebrated in 1847, by Father Conway, in the home of James Quinn. This is the "Mahoney house" on Elm Street.

A very comfortable, neat structure, 38x50 feet, built of wood and painted white, with an attractive white picket fence around it, was completed in time, so that the first mass was celebrated in "Sacred Heart Church" on Christmas Day, 1872. At that time, there were approximately sixty members in the Parish.

The membership increased steadily, and as the construction of summer homes jumped by leaps and bounds, at about the turn of the century, so did the demand for larger quarters in which to worship, by those of the Catholic faith.

In 1904, the over-crowded, white frame church, which had served so well, was moved back to a temporary location.

Plans for a new church were drawn, but later discarded entirely for new plans, prepared on a much more elaborate scale, and it was in May of 1906 before construction went ahead on the present sap-faced granite building, built by Morley & Flatley, local contractors at that time. The workmanship which went into this building, was second to none, and it is interesting to note that the stone used in its construction, was hewn from a ledge at Manchester Cove, near Coolidge Point.

After several months required for construction, the corner-stone was laid, by Rt. Rev. William H. O'Connell, Archbishop of Boston, amid great pomp and ceremony, on August 4, 1907. Even with its seating capacity of 500, with the three masses held each Sunday morning in the summer time, its size is taxed to capacity.

The beautiful, electric action, divided pipe-organ was dedicated Sunday, March 2, 1913.

Another big day in the history of Sacred Heart church was July 25, 1920, when the large and beautiful leaded glass window over the altar was dedicated as a memorial to the boys of the Catholic faith who served in World War I. There was a total of forty-six who served, three of whom gave their lives.

The original altar in this church was removed in 1924, and shipped to a small church in North Carolina, and in its place was erected a very handsome marble altar made from materials imported from Rome. Italy. The altar was beautiful by itself, but later the same year, the two small side altars were added to complete the sanctuary, as it is today.

Following the erection of the church, a fine imposing brick parochial residence was built beside the church, in 1909, costing

about $14,000.00. Both of these buildings are a decided asset to the town. The parochial residence previous to this was in the old Forster house on Central Street.

The latest honor to be bestowed upon this church, is the elevation of its pastor, Rev. George V. Leahy, to the rank of Monsignor, which is very unusual for a small parish to be so honored.

On Smith's Point, not far from Singing beach, are two small churches, open only during the summer months, for worship; one owned by the Episcopalians, and the other by the Unitarians.

The Emanuel Episcopal Church, built through the efforts of Russell Sturgis, and other former summer residents, is a very pretty, ivy-covered structure of old English architecture. Little change has been made to it since its construction in 1880.

Many nationally known persons have been married in this little church on Masconomo Street.

The Unitarian Church, built in 1895, is also a small, wooden building on the same street as the Episcopal church, and can be seen from Beach Street, as one goes to the beach. In late years, its attendance has not been as great as when originally built, but after all, isn't that true with many Protestant churches?

CHAPTER EIGHT

FREE PUBLIC SCHOOLS

SOME of the present generation, and perhaps those of us who attended schools in Manchester over a period of the past forty years, think of our school buildings as being but four or five in number, when in reality, during the life of the community, there have been so many, I am not going to attempt to describe or enumerate them all.

As early as 1647, in the old colonial records, is found the following:– "Yt learning may not be buried in ye grave of or fathrs in ye church & commonwealth. It is therefore ordred yt evry towneship in this jurisdiction aftr ye Lord hath increased ym to ye number of 50 householdrs, shall then forthwth appoint one within their towne to teach all such children as shall resort to him to write & reade . . . & yt where any towne shall increase to ye number of 100 families or householdrs they shall set up a grammar schoole, ye mr thereof being able to instruct youth so farr as they may be fited for ye university".

This was the start of free public schools in Massachusetts.

Up until the nineteenth century, small schools were located in at least five sections of our town, namely:– the Cove, the Row, the Plain, the Center, and Newport or West Manchester.

It was at the turn of the sixteenth century, before arrangements were made "to treat & Agree with a Schoolmaster to teach our children to read & Wright". In spite of the fact that the schools were considered free public schools, yet on December 13, 1717, it was voted "that every Child sent to the school master shall pay 5 pence per week".

At this same time, Jabez Dodge was "chos scool master", and tradition has it that he lived in the house, not greatly changed in appearance, located opposite the Baptist church.

It was 1724 before the records mentioned anything about teaching "sifering". Previous to this, it was just "reading & wrighting". I sometimes wonder if we wouldn't be better off today, if we laid more stress on teaching "reading, wrighting & sifering".

For the information of the younger generation, "sifering" was arithmetic. This reminds me of a story. A little boy came home from school one day and told his mother he had learned his "goesinters". The mother was of ordinary intelligence, but could not imagine what the child meant when he said he learned his "goesinters". Why, he said in disgust, "Didn't you ever learn, two goesinter four, two; four goesinter eight, two, and so on?'. And so, the benefit of sifering!

I am reminded of still another true story a wealthy lady told me. To be sure, it has nothing to do with Manchester schools, but shows how confusing our money is to foreigners, and how important the study of grammar can be. While travelling in Italy, this lady was

stopped, with apologies, by an intelligent native woman, and asked in broken English, if she could please tell her the value of an American Dimmy. It was too much for our American friend, until the native produced an American dime. Just a mere mispronunciation, but how confusing!

Just where the first school building stood, I am unable to determine. Many schools were supported by the town early in its history, but I wonder if some were not held in private individual homes, for it is not until 1785, when the words "school house" appear in the records, and then it indicates that a new school house was "built 30 feet longe & 22 feet wide one Story High with a sharp rufe on the same place ware the old school hous Now Stands".

Dr. Lamson says "this building stood near the meeting house and was sold in 1811, and removed to School Street, near Saw-mill brook, where it was converted into a dwelling house". The records say "Voted That the school house should be moved at or near the Pound". Later the same year, it was "voted to sell the school house and land under and 25 feet north of the house as it now stands — Two feet to the east end of the house and Two feet west of the house with the whole width of the Road in Front to be kept open for the benefit of the back land". "All things appertaining to the school house should be sold with the house".

This is the house now owned by Mrs. Joseph Lipman.

A rather singular thing worthy of note, is the fact that the building now owned and occupied by the Sons of Union Veterans, next door to the Lipman house, also was a school house, having been

moved to its present location, from the "Row", or the junction of Forest and Summer Streets.

In 1817, school districts were made corporations, and were empowered to hold property for the use of the schools. This district system ended in 1851, and on April 17th, the district conveyed the property of the district to the town.

As I said at the outset, there were many district school houses of generations past, many of which are mentioned by earlier historians, so I am not recording them all, but the present Town Hall building is one now passed out of existence as a school, which I would like to mention.

$10,000. was appropriated March 30, 1868, to build a school house and town hall; 127 voting "yes" and 84 voting "no". Work was to commence immediately after the mill of Kelham & Fitz could be removed, and if necessary, the blacksmith shop and hay scales were to be removed if they interfered with the construction of the school building. A special meeting was held later in the year to change the location, but all votes were for retaining the site first agreed upon.

The committee in charge of this building, took it upon themselves to change the original plans, by adding the stairways as they are today, and with other minor changes and additions, the total cost was $12,764.76; said work being completed in the autumn of 1869. There were two school rooms, a library room and two offices on the first floor.

The "High School was first established for the benefit of the whole town, in 1848". There was no separate building for the same, but in the same year "It was voted that the General School Committee be instructed to put the Town Hall (so called) in suitable condition to accommodate the High School". $300.00 was raised and appropriated to "fit the Town Hall for the reception of the High School". In a report made to the town in 1850, it would appear that there were then, seven schools in town.

Story high school building, as it appears today, is greatly changed in appearance from when originally built. There have been at least three or four additions made since it was originally built.

The town records concerning the erection of this first high school building seem very mystifying, but apparently it was in 1851 or '52, for at a meeting held March 1, 1852, it was "voted that the Building Committee on School Houses prepare and report to this meeting the whole cost of the New School House on Cheever's Hill, including the cost of the land and the Committee's services on the same, and make their report before this meeting is dissolved".

That same afternoon, at an adjourned meeting (most meetings were held in the forenoon in those days), "Voted, that the Report of the School Committee be accepted". I can find no report or reports recorded immediately following the preceding votes, but I am willing to accept this as referring to the original high school building. The following year, $25.00 was appropriated for "apparatus" for the high school.

I believe this high school building must have been destroyed by fire, for in 1873, when the construction of a new high school was under consideration, there appears in the town records, where the sum of $300.00 was appropriated "as a reward for such information as shall secure the conviction of any person or persons that set fire to the High School House".

At this same meeting $7,000.00 was appropriated for the construction of a one story building on the old site. This building, I believe, is the one pictured in Dr. Lamson's History, for the picture seems to concur with the specifications filed with the records. The building was built in 1874, and an extra appropriation of $2,000.00 was necessary to complete it.

In 1897, this building was found to be too small, and two plans were presented for consideration. One, a new building on a different site, and the second showing additions to the existing building. The town voted to appropriate $14,000.00 for the second plan. This nearly doubled the capacity as it was, and added rooms, anterooms, and piazzas on either end of the building. The building remained this size until 1909, when a small addition was put on the second floor of the old part of the building, at a cost of $3,000.00, to accommodate a commercial course, which was added to the curricula.

No further change was made until an addition, much larger than the original building, was attached to the rear of the building, as it existed in 1927. This addition contains four large class rooms with a central corridor. For this addition and equipment for the same, the town spent exactly $70,000.00.

I think it is unfortunate that for all the money the town has spent on its school buildings, we have not one to which we can point with pride, as being a show-place of the community.

At a meeting held April 3, 1851, the town voted "to remove the Central School house on School Street, to some other spot more suitable, and build another two story house where it may be most for the convenience of the town, and repair the other school house if necessary". The latter part of this vote, doubtless, was the one on which the erection of the original high school was based. That portion of the motion which referred to moving "the Central school house on School Street" must have been temporarily ignored, for in July of the same year, the matter was reconsidered and passed over, and later in 1853, money was appropriated to paint the School Street building. The Central School house also must have been on leased land, for on March 13, 1854, it was voted "to purchase the land under and adjoining the Central School house, provided they (the Selectmen) can buy the same for $325.00". This is the land on which the fire house sets today.

Apparently, the primary school used to be in the high school building, for in 1855, the school committee were "instructed to continue the primary school now kept in the High School building as heretofore".

Two items in the records in 1860 interested me; one, that the school committee was "instructed to substitute coal stoves for the schools of the most approved kind", and the other, that the school committee members were paid compensation during this era.

Still another item of interest, dated March 17, 1862, for comparative purposes, is the appropriation made of $1200.00 for the

support of the schools, which also stated "that the wages for a male teacher for the high school be forty-five dollars per month. Wages of female teachers for 'Row', 'Newport', 'Intermediate' and 'Plain' Schools be fourteen dollars per month each. Wages of female teachers for the Primary School be twelve dollars and fifty cents per month. Wages of female teacher for the Cove School be twelve dollars per month; and that in all the schools excepting the Primary, the Teachers shall have their schoolrooms swept, fires made and all care of the school houses done by the scholars attending their Schools without charge to the town".

The George A. Priest School was built on the "Roberts Lot", for which the town paid $4,500.00. This lot was purchased in 1890, and two appropriations were made for the construction of the building; one for $10,000.00 and another later, for $3,000.00, all in 1890. The town must have felt very rich that year, or the voters willing to spend, for that was the same year which $12,000.00 was appropriated for the new fire station.

Many changes must have been made in the original plans of the Priest school, for in 1891, still another appropriation of $5,500.00 was made to "make up the deficiency". The total cost of the building was $17,916.18.

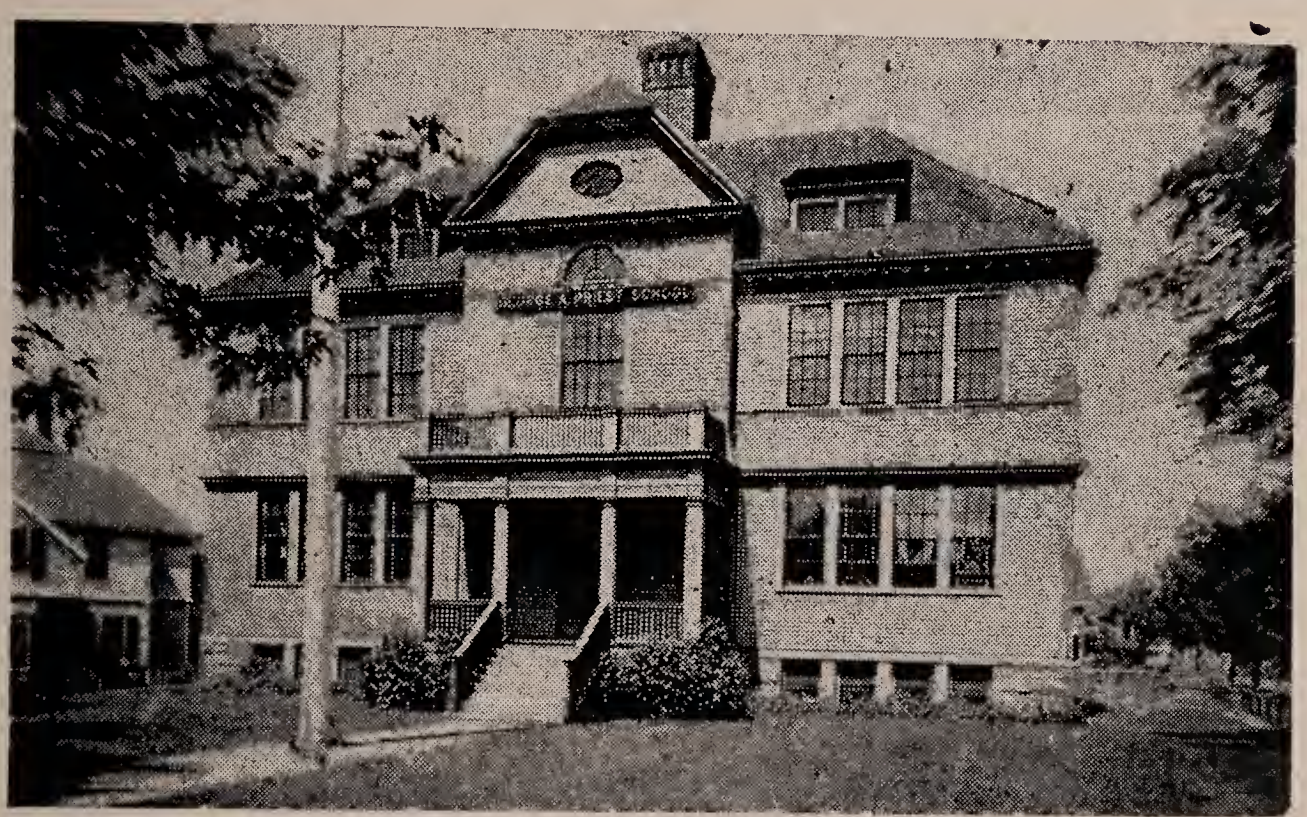
The original building was 72 feet long and 52 feet wide, two stories high, and contained four rooms. While this seemed ample in size at the time it was built, yet it was very soon proven otherwise, and in 1895 the sum of $3,500.00 was appropriated to enlarge the building — supplemented by an additional $375.00 in 1896.

April 24, 1899, again an appropriation was made, so that an addition containing two rooms could be built on the Priest school house, completing the building on the north west corner, according

to the plans and specifications of the original building. The sum appropriated this time was $4,500.00.

It was in 1895, that the town voted to name the Story high school and the George A. Priest school, to honor two old gentlemen who were greatly interested in the schools and school system in their time.

With the exception of an added front porch and an added rear fire escape, the appearance of the Priest school has remained unchanged for the past fifty years.



GEORGE A. PRIEST SCHOOL

In 1904, it seemed expedient to have another school building to accommodate the fast increasing school population. A majority of the school committee recommended to the town, the construction of an eight room brick building, but the townspeople voted to accept, and built, a four room wooden primary school building, as recommended by the minority member of the board. This is the John Price school of today — built at a cost of $34,000.00 in 1904-5.

The land on which this school sets, was purchased for $8,300.00. The name given to this building, "John Price," was in honor of Deacon John Price, who, early in the town's history, gave much of his life in teaching and serving the town in the interest of further education.

In this brief space, I have tried to cover the high-lights of the school structures of most importance, over the past two hundred years or more. Many have been omitted.

1786 - "Voted that Kittlecove should have their proportion of the School Master the latter part of the summer!"

1786 - Also "Voted to by a bell by importation."

1788 - "Voted that all the money that was raised for the school should be layed out in a grammar school except what it will take to keep a 'Righting & Siffering School' three months in the winter season."

1788 - "Voted that their should be a school kept at Newport 3 months in the winter to begin 1st day of December and Newport to be *debared* from sending to the Town school, except any that "Gramring them, are to be sent."

1806 - "Voted that Kittle Cove should have the small pox for a school house."

CHAPTER NINE

MILLS AND CABINET SHOPS

IF anyone should set up a saw-mill, or a grist-mill, or even any kind of a mill in town today, hardly any recognition would be made of it, but when a plantation was founded, a saw-mill was one of the first thoughts of the settlers.

After the saw-mills and the grist-mills were established here, the mills used in conjunction with the manufacture of furniture (which made Manchester famous) were very numerous.

Naturally enough, after settlers obtained the equipment for sawing logs into lumber, and the need for homes grew more rapidly, saw-mills were erected, and the records reveal that the first one was built in the early 1600's, on the brook which later became to be known as Mill Brook, later Saw-mill brook. The location of this mill seems to have been about back of the home now owned by Miss Fannie Knight of Brook Street, and occupied the area east of School Street, on which now stands "the fifth" parsonage, first occupied by Rev. James Thurston in 1811-12, but now the home of Miss Elizabeth Meldrum. This mill is spoken of in the records as early as 1694, when it was mentioned as the "old Saw Mill", and it was sold, to be taken down, before 1699.

Two mills were located on "Cheever's Creek". To those of the present generation, these locations would be referred to as located at the railroad track near White's boat-yard, and the other, near the

present dam of the pond now owned by Mr. Charles C. Walker, not far from the high school, and off Forster Road

Four saw-mills were located at the Cove; two called "Gilbert's Mills" — one at the little pond at the junction of Raymond and Summer Streets, and another on the same brook, further in the woods, where now would be described, as off Story Road; and the third, known as "Knight's Mill" (previously mentioned by me) and later called Greeley's Mill, located off Magnolia Avenue, near where the railway station was. The fourth location was on a brook on the T. Jefferson Coolidge estate, then called Goldsmith's Point, and Goldsmith's mill was located near the water's edge, at the end of "Lily Pond" or "Black" beach.

Probably the only saw-mills remembered by this generation, were, the one over the brook at Turtle Hill dam, where Lincoln Street is now, near the pumping station; and the Baker's mill, erected in 1705 at "Bushie Plain" (in the northerly end of the town), which stood until recently at, what we know as, off Mill Street, near the three roads. I believe two mills were erected on this same site, called the "Old Mill Dam" on Baker's brook, one replacing the other, after the first became dilapidated. Through the kindness of Mr. Lorenzo Baker, the old hand-made saw used in this most recent mill, is now the property of the Historical Society.

Incidentally, it may interest some to know that the saws in those oldest mills were not of the circular variety, as we have now, but were heavy steel saws with coarse teeth, which worked up and down, more as a carpenter today would saw a board by hand.

The roadway which led to the mill at Turtle Hill dam, went across what is now the Essex County Club property, coming out near the home of Mr. Eugene Wogan on Summer Street.

The first grist-mill in town, was erected by William Bennett, on the site later occupied by Maj. Israel Forster's mill, where Cheever's creek joined the river. To be more specific, this was off Ashland Avenue, near the railroad track, and many of us living today, remember the old grist-mill of Maj. Forster, although some remember it as a jig-saw mill, owned by Mr. Wm. Johnson, and later used as a turning-mill for cabinet work.

Still another grist-mill was Eastkoot's Mill on Chubb's creek. This location now would be on the railroad tracks over the creek, just west of Mrs. Burrage's greenhouse, and is recorded on a plan, as half in Beverly and half in Manchester.

A wind-mill was once built by the town for grinding corn, of which there seemed to have been an abundance. I think this mill stood near where the Union cemetery is now. It was taken down in 1812.

Without doubt, the most famous tide-mill site in Manchester, and yet one of which we seldom hear mentioned, was that where the police station now stands. Originally, this site was occupied by one of the first grist-mills in Manchester.

"At a Town meeting held the 1st of February 1694, it was voted and agreed that there should be a grist-mill set up upon the river near the meeting-house, at some convenient place for the use of the town by John Knowlton Sen. by the first of Sept. next. And if any damage shall accrue to any person's land, from the flowing of the water by occasion of the mill, the town shall be at one half cost, and the miller the other half said damage". "This mill was a one story building, about 18 feet square, built of very large hewn timber and boarded up and down, and stood until 1826 (covered with a green and gray moss)". The building was then taken down

and another mill erected by John Perry Allen, which became famous as a veneering mill, until it was destroyed by fire in 1836.

This was at the time when Manchester was becoming famous for its cabinet shops. I would like to quote here from Mr. Tappan's History of Manchester, about Mr. Allen and his experience making veneers:– " . . . (1822) at that time the workmen were obliged to saw their own veneers by hand; it was slow and very laborious kind of labor. All attempts to saw the mahogany logs into three thin divisions by machinery had failed. Parties in New York and elsewhere had made the trial, but none had been successful.

"Mr. Allen had seen one of these, and being convinced he could improve on it and make it successful, he purchased the 'Old Grist Mill' and on its site built a mill for his machine. But upon trial, it did not prove a success; the first two or three were all right, but the later ones became uneven and worthless. To discover the cause of this, he worked a long time in vain, until accident, which often proves the friend and ally of inventors, came to their assistance.

"The saw consisted of a heavy cast-iron circular frame, about four feet in diameter, flat on one side, beveled to a thin edge on the other; their saw-plates, in segments of about a foot in length and closely fitted to each other at the ends, were screwed to the flat part of this frame.

"In some way, the rapidly revolving saw, came in contact with a mass of iron, and the teeth were terribly damaged. After they had been recut, the diameter was so reduced as to appear to Mr. Allen, objectionable, and the only way of remedying it, was by moving out the plates, which left an open space between them, which seemed a very serious fault. However, he reluctantly tried it, and to his surprise and astonishment, it was a complete success, and their troubles were at an end." Had the accident above referred to occurred some

weeks earlier, Mr. Allen's machine would have been the first successful one in the United States".

It is impossible for me to mention or locate many of the cabinet shops or mills of Manchester, for their existence was not a matter of public record, but previous historians have mentioned some, which I will record here.

In an address, at the 250th anniversary of the town, by Mr. Alfred S. Jewett, at that time chairman of the Board of Selectmen, he said " . . . others recall the first cabinet shop, located in a distant part of the town, and that it was by the energy of a descendant of one of the first settlers that the town became noted for the excellence of its work".

I am unable to learn just where this first shop was. A record of 1837 mentions twelve "manufactories of chairs and cabinet ware".

"In 1865, the cabinet business gave employment to 160 men, and a capital of over $60,000. The amount of manufactured goods was $92,625. There were also four sawing and planing mills, turning out $13,000. worth of work. The number of barrels and casks made was 32,600, valued at $10,600. The number of hides tanned was 5,000, of the value of $20,000. Boots and shoes were made to the amount of $12,000. Strawberries were raised to the value of $3,300. There were 40 horses in town and 34 oxen".

The business of an existing mill was founded by one of the first cabinet makers of Manchester, Mr. Moses Dodge, in 1841. The present mill built in 1847, located off North Street, is conducted now by Mr. Charles Dodge, four generations removed.

A tide-mill owned by Mr. John Perry Allen was located on the dike at Masconomo Park, where the posts may still be seen in the

mud. This mill was destroyed by fire in 1848. Roberts & Hoare's mill is a very old building and long in use as a mill by Rust & Marshall.

Kelham and Fitz had a mill on the common — as did John Perry Allen. Leach & Anable Co. had a mill located where the Calderwood yacht yard is now. The steam sawing and turning-mill of Baily and Bingham, located on the town's land by the Saw-mill brook, was burned in 1843. Another mill was erected on the same spot and afterwards was owned and operated by Daniel W. Friend. This mill also was burned.

In addition to these mills, there were upwards of about thirty cabinet shops, located throughout the town, some of which obtained enviable reputations for the excellent work which they turned out. The present dwelling at 39 Central Street, was a famous shop conducted by Ebenezer Tappan. Some of the other more conspicuous cabinet shops were those of Samuel L. Wheaton, Lewis Morgan, Larkin Woodbury, Severance Jewett and others.

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I wish to mention here (although it was not a mill in any sense), the tannery which was quite an industry within the town in the middle eighties. This tannery utilized four or five quite sizable buildings, which were situated along the north side of Saw-mill brook and south of Friend Street, and gave employment to many persons. Most of these buildings were destroyed by fire. Elsewhere, I have mentioned a summary of the work done at this tannery in 1865.

There never was, so far as I know, any sort of a large shoe factory in town, yet it seemed that in many a back-yard was a small shed in which shoes were made. This was common with nearly all early New England communities.

CHAPTER TEN

OLD HOUSES

THE subject of old houses of Manchester has been so ably treated by Miss Grace Prest, that, with her permission, I am setting forth herewith, principally in her words, a story of the same as printed in the *Manchester Cricket*, now and then adding my own commentaries, for the benefit of the present generation.

The large audience present at the regular May, 1944, meeting of the Manchester Historical Society, was treated to one of the finest talks on Manchester's old houses, ever given in this town. Mr. Frank G. Cheever had prepared thirty-one pictures to go along with Miss Prest's narrative of the various houses as shown by Mr. Cheever, together with several others not shown. Both Mr. Cheever and Miss Prest had put a great deal of time and effort into the preparation of the pictures and copy, and the audience was most appreciative of these efforts Mr. Cheever explained that a great many of the pictures were retakes from the originals taken by his father, while others were from his own collection, he having taken a group in preparation for the meeting, for Miss Prest's paper.

Miss Prest read as follows:– "To me, there is a fascination about old houses, both as to outside and inside features. Since writing an article for the *North Shore Breeze* in 1930, at the request of the Historical Society, I have been able to unearth more information that

has proven that some houses are older than their owners realized at that time. Neither they nor I intended to 'fib', I can assure you.

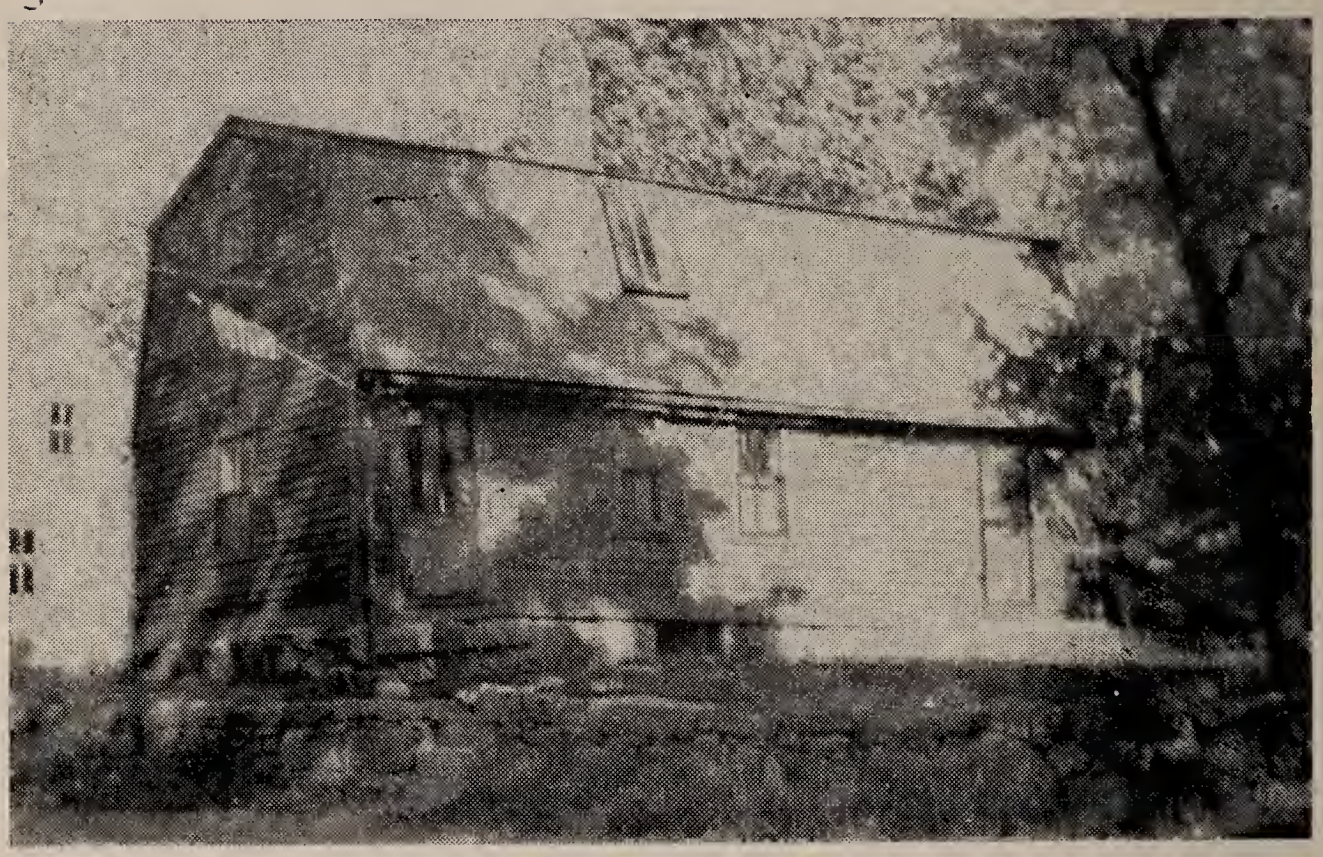


Photo by Towle CROMBIE HOUSE ON SUMMER STREET

We all know that the earliest houses, were either rude huts or log houses, and there is actually one of the old log houses still standing, though much altered and removed from its original site. My information came years ago from an old lady who remembered when this little red house of Austin Crombie's was moved from a spot nearly opposite Ayer's ice pond to the present location on Summer Street. The logs were clapboarded over, the front room was added, the roof was changed, but at that, part of it still remains, 'the oldest house in Manchester' and from recent developments about dates, it was erected before 1635.

Photo by Towle MORGAN HOUSE ON PLEASANT STREET

In some of my grandfather Lee's writings in 1875, he says that the first English (that is, frame) dwelling house was erected by William Allen about 1640, near, or on the spot where the Union Cemetery is on School Street. But as I know of a frame house still standing, albeit rather shaky, which was occupied in August, 1635, it shows that if William Allen erected the first one of its type, he did it before then. This house is now owned and occupied by Harry Morgan, on Pleasant Street, and was built by or for a Samuel Allen, who occupied it in early August, 1635. I am indebted to George Morgan of California, and to the late John F. Babcock, for the following information. The house was at one time the home of Stilson Hilton, Jr., and his wife, Lois Tewksbury, who married on January 25, 1774. After the War of 1812, it was found navigation was not so very well understood, so Stilson Hilton was asked to

teach navigation and he conducted the School of Navigation in this little cottage. At that time, he was a man of some 60 years. George Morgan told me that when the back part of the house was being remodeled or repaired, there was found between the walls, a course of brick, which manner of building was used to ward off attacks from the Indians. In fact, he said some of the points were found at that time. During the time of the Navigation School, the pupils slept in the upper story, and for that reason there are two fireplaces there to warm the room. As he said 'room', it must have been one large room over the entire house.

"Apparently next in age is the house now occupied by Mrs. Philbin, on Forest Street, but to older generations than ours, called 'Aunt Sarah Lees' — though the Curtis sisters say they remember Aunt Sarah as an old, old lady. This must also have been an Allen house, as Forest Street was the home of many Allens, and some Allen was in Aunt Sarah's or her husband's ancestry. (I forget which. Her husband's I think.) This little house has, among its hand wrought hinges, one pair of the rare and beautiful butter-fly hinges. Its stair-way is most interesting. From the narrow little entry, there is one straight step, then a triangular one, and from each of the two sides of the triangle — the back edge of the first step forming the base of the triangle — rises a flight of stairs to go to the bedrooms above. If one is agile enough, and dares attempt it, which I did, there is a so-called 'cat walk' under the eaves whereby one can go from one bedroom to the other. If neither agile nor daring, it means going down one flight and up the other to get from the room at one side of the house to the room at the other.

It is evident that originally it was intended for two families, each having one of the big rooms downstairs with the bedroom above it, so each had his or her own stairs. Each big room downstairs has a lovely corner cupboard and a large fireplace.

About 1650, a house with a long, sloping roof was erected on what is now North Street. It is considered that this was the First Tavern, and I understand it was larger than it is now, some rooms having been removed when the long, sloping roof was. The rooms are low ceiled, the windows small and many paned. This, also, has a divided stairway, but it divides near the top of the flight, and from either side one may step into one or the other of the two rooms. Stairs from the small room in the rear, lead up to one of the big rooms and another small room. To many of us, it is still thought of as Sandy Kerr's. His daughter Mary told me that at one time the Sunday School held some of its meetings there. Among the early owners, if not the earliest, seems to have been one Humphrey Colby. Through the years, it has now come back into possession of a Colby connection, Mrs. Elizabeth Sinnicks, and is now occupied by Capt. Gordon Burgess of the Fire Department.

The second Tavern was in the Babcock House, kept by John Hill in 1720. The records refer to holding a Town meeting in John Hill's Tavern. The building was on the site of the building now owned by the Historical Society, and known as the Railroad House, or the Kimball Block on Union Street.

An interesting house is the George Brown house, located on the corner of Washington and Union Streets. Built for Samuel Allen, a ship Captain, in 1775 (most of you have heard that while the men were raising the frame work, word came to town about the Battle of Bunker Hill, so we do know the approximate date); it has a wonderful interior. The rooms are what I should describe as 'double paneling', for want of a better term. The heavy wooden shutters at the windows helped keep out the cold and made it more cozy in winter. In this house is another pair of butterfly hinges, which I adore. The front stairway is especially beautiful, with its graceful curve and pretty balustrade. A feature which interested

me is the arrangement of the series of back stairs. Suppose we start in the cellar. Coming up to the kitchen, we find them on a graceful upward curve. A door opens in the kitchen. At the right is another door which leads to a second stairway, again on a sweep towards the upper floor. Here, too, again at the right, one encounters another door opening on the third flight of stairs, leading to the attic. The three flights were apparently planned to follow a certain definite sweep.

I don't know any too much about Lewis Hooper's house, on Washington Street, but as I know it was occupied in 1790, we can be sure it is older than that. When Rev. Benj. Tappan, after a pastorate of 45 years, died, the Church hired a young man, named Ariel Parish. For some reason they didn't build or buy him a Parsonage, so he lived in the house now owned by the Hoopers. I strongly suspect it could be traced back to some long ago Colby — the town was full of Colbys, trying to keep pace with the Allens and Lees, and after Amos Cheever's day with his numerous sons and daughters. I was recently told that in one of the fireplaces was a hugh oaken beam on which apparently the cooking pots used to hang. This is considered to be a sure mark of a very old house, building so much of the fireplace with wood. Later they knew better than to use so much wood around fireplaces. But at that, we rarely hear of serious fires in the olden days. People were careful about banking their fires, and also there were strict laws about them.

One of the most admired houses in town is the Major Israel Forster house, now occupied by Florence Leach, great-great-granddaughter of the Major, at 41 Central Street. The original knocker is on the door and bears the inscription, 'I. Forster, 1804'. This house retains its original mantels, old mirrors, old wall paper on the parlor walls, same having been imported from England. Its beautiful colonial posts are one of its attractive features.

About the time the present Congregational Meeting House was being built, they also built another Parsonage, a roomy one, certainly. The long central hall runs from front to back and divides the house distinctly. On either side are large rooms, both upstairs and down, with high wainscoting. It was the home of three ministers, Rev James Thurston, Rev. Samuel Emerson, and Rev. Oliver A. Taylor. To us it is known as the Gentlee house, now occupied by one of the owners, Miss Elizabeth Meldrum, on School Street. The logs for the frame were prepared in front of the house, the frame was raised, and as the custom was, a dinner was then served to those who did the work. One reason for the ready assistance given house and barn raisings, no doubt.

One of the best examples of old time dwellings is that on Washington Street, occupied by Eva Allen and her family. It is said that the brick for this house was brought from England, by the bluff old sea-captain, who was Eva's great grandfather. It took about four years to build, 1820-1824, when it was fittingly dedicated, and most any student of history knows that a fitting dedication was a joyous and usually rather moist affair. I have always admired its front doorway.

Another beautiful doorway, is on the long white house opposite the Fire Station. Built in 1834 for Larkin Woodbury, it has the iron-grill work of the period, and with its double entrance steps, shows a distinction lacking in some other houses. Many of the rooms are quite attractive. An unusual feature of this house, is the fact that the north wall is entirely built of stone.

There are several houses which have been torn down in recent years, but which have something of interest about them. To many of us they were there in our childhood, and I am sure many of the younger generation and many new-comers, might find something of

interest in some of their stories. There are others which have been so very much altered one has difficulty in realizing they are old. Shall we consider a few of them, anyway?

Here is Harry Tappan's, for instance, on Bridge Street, changed both outwardly and inwardly. Originally it was just a plain house, as to exterior, but had the usual wide dado within. I know it was occupied in 1807, when John Cheever, Jr., married Elizabeth Lee. Much of that part of Town was Cheever property. I have no way of knowing whether it was older than that or not, but perhaps Harry can go back from there. Harry thinks the barn is of great age. When great-aunt Elizabeth died (John Cheever had died and she had married Joseph Hooper) in her will she had left some things in the attic to one of the family. To get at them at any time necessitated going through one of the rooms upstairs, so she willed a right of way across and through the room, so the other party would be able to get at her belongings whenever she wished. Specific, weren't they?

We would like to know more about the Donut House. (This is the house at 13 Bridge Street, which you will notice if you look closely is built at an angle on the street side.) It is supposed it has always been called that as the old-fashioned doughnut was that shape, not the round ones with a hole in the center as we know them. Many have tried to find out if it was built that way for a purpose or not. While writing this, I have been wondering if the ledge, which must run under the house, had anything to do with it. Could be, you know. Mrs. Alfred Hoopers' house, at the corner of Washington Street and Norwood Avenue, is one which has changed radically, as you will notice by comparing its present appearance with a picture taken in 1695. It was built for Dr. Norwood, for whom Norwood Avenue is named.

The Haskell house at West Manchester, at 128 Bridge Street, is a mere 100 years old, but Mildred Haskell told me some things about it which seem interesting. When the cellar was dug, they found the charred embers of a house which had stood there and burned down. No one knew anything about one there before, so it must have been terribly old. There was a nice apple orchard there, called Ayer's orchard, which bore apples around 1779, which would seem to have been planted very early in the days of Manchester. Later, when digging for a cesspool, Mildred's uncle dug right into an old well, all stoned up, down back of the present house. There were two other Haskell houses over in West Manchester which were really old, one built before 1775, and one built in the next generation, at 131 Bridge Street.

The next few houses mentioned have all been torn down, but they have interest.

When they widened Pine Street, it was necessary to tear down the old house, called by more recent generations, the Baker house. Actually it was built in the very early days by James Standige, or Standish, and when he moved to Salem, he sold it to my many times great grandfather, Henry Lee. When Henry's widow, as about all widows and widowers did in those days, married again, John West, of the family, if not the original for whom West Beach is named, it passed to the son, John, who had the first apple orchard in town, about where a wide corner of Pine and Central Streets would be now. This house had a very long, sloping roof. Bert Sinnicks made a wonderful replica of it for the 1930 Massachusetts Bay Tercentenary.

No one, as far as I can find out, knows when the Kinsman House, so called, was erected. For the benefit of new residents and younger generation, let me say, it stood on the corner of Union and

Beach Streets. I don't remember too much about it except that it seemed to me to be oddly arranged. Grandma Kinsman, as we called her, lived in the westerly end of the house. The front of the house was reached either by going in the back gate and around the house, or by entering the Beach Street side gate. One thing which always struck me as queer, was that this Beach Street side gate led directly to the back door of the other side of the house, but close by it on the same side of the house was the front door which served both sides. It must have been frightfully old, as when it was torn down to make room to erect the block, it was found that under the eaves, were the round holes which were put in early houses as musket holes to use in firing on the Indians. Possibly at a later date, they also fired at the British Redcoats from the same vantage point.

At the foot of Church Street, was another dear little cottage, called the Danforth House, around 1778, I think. On a plan of present Church Street which I have, dated 1768, it is marked Ministry Land on that spot, so no house was built after that. A remarkable thing about this house was that all the hardware was beautiful heavy brass. So the original owners must have been well to do.

There are two houses of about the same age, and originally in the same family, though situated quite a distance apart. They are very unlike in appearance. The Willmonton family for years couldn't decide which was the older, but of one thing they were certain; both were standing at the time of King Philip's War. History says that war was in 1675, so we know these houses are older than that. The one on Bennett Street, at the junction of Forster Road, more recently, Ann Melvin's — you will notice is a small cottage, but the one at 96 School Street — now Alberta Burgess' — is much larger. In common with so many, the front door is in the side yard, so it can face the south. Two rooms on a floor, the kitchen and parlor, are

large. Of the two bedrooms to a floor, one is very small, one not too bad. But on the street side downstairs, you will notice a little one story 'afterthought', as it were. You can easily notice that it was an addition, as the lines of the original end are there, separating clapboard of the original from the clapboard of this little ell. I am told that the ell was a little shoemaker's shop in the yard, but at some time it was moved and attached to the house.

Baker's Farm, at 187 School Street, is of interest and familiar to most of us. The records show this was built by Joseph Woodberry about 1684, the land being parceled out to him 'at the Bushy Plains' as his freeman's part of the original 400 acres. The land stood in the names of Joseph Woodberry and Ephraim Jones. At one time on the easterly side of this farm, stood a house with an orchard, called Jones' Meadow. Jones sold the orchard to Woodberry apparently. Later it came into the possession of Jonathan Herrick, as he sold it to John Orsment in 1779, describing the courses, distances, etc., on the North Division Line and across Beaver Dam Meadow. In 1818, John Osborn (or Orsment) sold the farm to Robert Baker, and it has been in the Baker family ever since. You might be interested to know that John Osborn and his family moved to the Shaker Settlement in New Hampshire.

Records about Byron Bullock's house, at 12 Washington Street, are not at all complete, but as the house still retains the long, sloping roof, and other features without and within, they help us to place it at 1685 or earlier. The house has the hand hewn beams, wide wallboards, low ceilings, small windows, narrow panels, etc. The kitchen is especially low, as were all the houses with long, sloping roof in the rear. The stairs are straight, narrow and steep. In the cellar, is a double wall with air space. The cellar stairs are held up by trees split in two.

Around 1700, or a short time before, was built at the Cove, a house which most of us know very well. Originally it stood on the side of the road, but when the Lincolns bought it, they had it moved from the roadside stand, to its present location, and they restored it with loving care. If ever anyone had a passion for the antique, it was R. C. Lincoln, and his wife was only one step behind.

In restoring and enlarging it, Mr. Lincoln had them use the material from a much older house, on the same estate, the so-called Low house. Incidentally, both houses were really Kitfield houses.

Miss Mary Northend met the Lincolns; they told her all about it, and she included it in her book "Remodeled Farmhouses". Dea. Low's daughter, Aunt Eliza Leach (her mother was a Kitfield) told me about their using the older house's woodwork, as far as possible, so you see my information seems to be authentic. The Lincolns added a semicircular porch to the front entrance, but kept the unique and picturesque side porch. Entering the front porch, one finds himself in a charming hallway, with an alcoved recess at one side. The staircase had low treads and broad landing. The balustrade is hand carved. This is a reproduction, but fits in well with the house. The dining room at the end of the entrance hall is long and well lighted. It is of low stud and with beamed ceiling. In the reception room, is a staircase of old Colonial design, and a fireplace taken from another old house. As far as possible, all the work done for the Lincolns carried out the original plans. This is the house now owned and occupied by William G. Rueter.

Samuel Lee was a carpenter and builder, and from family records owned some six houses, two of them being still occupied. There may be others, but I am not sure where all of his houses were. The present Manchester House he built in 1712, the year of his marriage to

Mary Tarring. He moved to Marblehead in 1744, with his son Jeremiah, where they were in the importing business. When he left town, he gave his various houses to his other sons. It was years afterward that some owner of the present Manchester House took it for a Tavern. I can well imagine there is not much of the original left.

His Mansion house (Samuel Lee's), was in West Manchester, the house known to us as George N. Whipple's, side of the railroad track on Harbor Street. In 1930, Mr. Whipple called it a Tuck house, built around 1775, but he later learned it was in reality a Lee house. Mrs. William Tuck was Samuel Lee's granddaughter.

The interior of the Mansion house is beautiful, with many airy rooms. Some have been altered by removing partitions, but by following the mouldings and baseboards, one can trace some of the changes. I think it has a most appealing 'face', as one approaches the front entrance. At one time, the land went down over the slope to the present railroad track.

This Samuel Lee was greatly interested in education, and when he died in Marblehead, willed 100 pounds for the education of the girls in Manchester.

Another one of his houses has been torn down, but I think you will be interested in it. It stood where the Rabardy Block does now. (The Rabardy Block is the home of Floyd's News store since 1898, and for many years previous to that, the store and post office conducted by Julius F. Rabardy, step-grandfather of Frank L. Floyd.) It was long called the Bingham House, because D. L. Bingham married Deborah Lee Tuck, great granddaughter of Samuel Lee, and niece of the son to whom Samuel gave that house, his son John.

I blush to mention it, that that particular branch of my family, both Samuel and John, owned not alone 'much silver, many houses, several good portraits', but many slaves. In the attic of this house, were for many years, the slave pens. Samuel Lee, on one of his trips to Europe, returned with the parchment pedigree of the Lee family. Although my grandfather Lee in 1849 copied it and says it was in the hands of Henry F. Lee, of whom more later, it was afterwards lost for a great many years. Some few years ago, it came to light in Washington, D. C., among some family papers of a Mrs. Ernst, and she presented it to the Marblehead Historical Society, which is housed in the Lee Mansion, home of Jeremiah Lee. In this Bingham house of John Lee's, was the first Post Office, D. L. Bingham being Postmaster from 1803 to 1837. There is a picture of a portion of the house in Lamson's History.

This Henry Lee just mentioned owned one of the houses which has been very much altered, as you will see, and realize it is the house back of Allen's Drug Store. It was really quite a house in its days. It was built before 1774, as on June 8th of that year Nehemiah Lee sold two-thirds of the house and land with the front yard and well in common, to Jeremiah Hibbert. Many of us remember when my great uncle, Andrew Lee, of drug store fame, lived in it. In 1861, the Post Office was in the front room of this house, Henry F. Lee being appointed Postmaster April 18, 1861.

Of course the Lee house, with which I am most familiar, is the one where I live, at 78 School Street. Built in 1720, for Edward Lee and Hannah Allen, it at some time passed out of the direct family, but later came back into it, and since 1782 has been in our branch, from father to son, and so on down to my mother. This house is really much better in the interior than on the exterior.

Tradition has it, and the interior would bear this out, that in the beginning, it consisted of the present lower floor and the top floor, but at some time the upper floor was raised and the middle floor put in. As the first and third floors are put together with the wooden trenasils, showing in all the corners and corner beams, while the second floor does not have them, but does have plastered walls, it is reasonable to think tradition in this case is true. The ground floor has very little plaster, two sides of our present dining room (the original kitchen) being entirely wood paneling, with the other two sides being wide dados to the window sills and dropped beams from the ceiling to the upper part of the windows, it doesn't leave much room for plaster. The front room is the same, except that only one side is entirely of paneling. The beams are hand-hewn, the floorboards are some 19 or 20 inches wide, there is a summer beam in the dining room and also in the room above, the latches are, with one exception, the original ones, hand wrought and beautiful in design; the hinges are H downstairs with one pair of the H and L, and upstairs the H and L on the doors with the panels forming the Latin cross (another thing of a later date than the doors downstairs would be). Four fireplaces and two brick ovens took care of warmth and food. In the present kitchen (originally two small rooms, dairy for one, I think, and one having a wooden sink in the corner), is the original heavy door with huge arrow hinges. The stairway is really lovely and even here the posts are fastened with small trenasils. On the outside, the clapboards are the bevel-edged, overlapping ones, except where it has been imperative to put in new ones. The pilasters on either side of the front door are the lovely fluted ones. The original front door and many-paned windows were replaced in my childhood, owing to the fact they were too rotten to be used any longer. The nails are hand wrought also.

I wish I knew whether the following item I came across refers to Ethel Hooper's house, at 17 Union Street, or to the Historical Society House. As Mrs. A. H. Trask is connected with both I cannot tell which house is referred to. Anyway, when Mrs. Trask bought one or the other, it says: 'Mrs. A. H. Trask's house lot, no length of line given either in her deed of 1822, or in the deed of Benjamin Lee to Thomas Hilton in 1756'. If it is the Historical house, then Mrs. Trask must have bought just the land. It would help us to date this house, wouldn't it?

Ethel Hooper's is supposed to have been a Lee house, and I have been told that Jeremiah Lee lived there before he moved to Marblehead. I do know that Mrs. Martha Lee, one of the first Sunday School teachers, and also one of those who gave the Parsonage No. 6, lived where Ethel does, but whether it was the land just referred to or not, I do not know. I do know, however, that there is a lovely MacIntyre mantel and ceiling in one of the rooms. And also there is a room which used to be called a Powder Room. Society of the olden time, as it were.

The Major Eleazer Crafts' Tavern stood where the Public Library is now. My mother remembers when it was cut in two and moved to School Street on the land where the Catholic rectory and garden are now. Two separate houses were made of it, in one of which was a MacIntyre mantel. When the rectory was built, they were moved again, this time to Norwood Avenue. The one part is owned by the Killams, the other by Mr. Halloran, at 48 Norwood Avenue. It is in this latter part where the MacIntyre mantel is.

OLD SMITH FARM HOUSE, PROCTOR STREET

The oldest house on Smith's Point, is the Old Smith Farm House. I do not mean Mrs. W. S. H. Lothrop's, which for many years has been called Smith's Farm, for that is a much more recent house. I refer to the large, white farmhouse further along, on Proctor Street, now owned by Mr. Anderson. In my childhood this was occupied by Mrs. F. H. Morgan of Worcester (she was a Smith) and the further end owned by the Heirs of Burley Smith. I find mention of the Smith Farm in 1722. It is evident that the house dates back to the early 1700's. In 1756, Ames Cheever bought from John Knowlton, some 60 acres of land with bounds given as Smith Farm, Lobster Cove, and Smith's Landing.

The house at 87 Summer Street, owned and occupied by Warren Crombie, has many features like my mother's, so we feel it is prac-

tically the same age. One real difference is that the Crombie house has a much larger entry, the doorway having the appearance of a porch, though in reality being a part of the entry.

We have been told that the first store in town was kept in the pretty little house at 22 Sea Street, now owned by Mr. Anthony. This house was built in 1755 for Elizabeth Allen and Samuel Samples. Elizabeth is often spoken of as Sally Samples. She opened the store in her front room after her husband's death. In 1930, Mr. Anthony most graciously took me through the house, explaining where the additions had been made, and calling my attention to how well they were done, so that it is difficult to realize they were not part of the original. The pretty little flutings (which probably is far from being the correct name) took my eye. As this feature is one used during the early 1800's — cast your eye under the eaves of the Congregational Church — it is evident the house may have been remodeled around that period, as well as enlarged later.

Some of you know these stories about the brave Mrs. Samples, but they bear repeating. The best known, is the way she managed to keep her customers happy in days when there were shortages, even though no ration points were called for. Pins and needles were so short during Revolutionary Days, the women had to use thorns. But this did not suit Mrs. Samples, so she walked to Boston, evading the sentry, and returned in triumph with the pins and needles, to the great delight of the good Manchester ladies. One I love, is her calmness when on the packet returning from Boston, probably. She was knitting, and a great wave swamped the boat, but the cheerful little lady even knit a row or two while under the water. I hope it is true, for I found that one in a book in the library. Anyway, it is a good yarn.

The Kitfield house, near Dutchland, has the date 1768 on a beam, as one goes down cellar. Would that all houses had it, then we would really know. The house is beautifully paneled, and has fluted pilasters.

The Price House, so called, across from the Baptist Church, has had an interesting history. Not knowing its exact age, we do know it was erected previous to 1775, as it was here in that year that Moses Dodge began cabinet making. When in 1836 Deacon Price established his Chapel School, in the building which stood at the head of Chapel Lane (said building later moved down the lane and made into Parsonage No. 6) he housed his pupils in this rambling old house. He kept the school for 36 years, though he moved it from Chapel No. 1 to the Town House, which stood where the present Fire Station is. Building was moved across the Channel, and is now owned by the Knight Co.

To digress a bit. This building in which the then young Deacon began his school, had a varied history. Once upon a time, there was a store, kept first by one, then another. Here was the first Manchester High School under William Long. Upstairs, was the first Chapel or Vestry of the Church (present Chapel is No. 3), used for meetings of the Church Committee (that is authentic as I have it among the Church records), here met the Sunday School (also according to their records) in its best days, here the men had lengthy debates, some lasting for months before a decision was reached, and for many other purposes. But because of its Chapel uses, the Deacon named the school, the Chapel School. Talk about present day advertisers! They have nothing on the good Deacon in his young days. May I quote some extracts from his Prospectus?

'Chapel School'

was established in 1836, by the present Principal, and has been in successful operation since that time. It is pleasantly situated in the quiet and flourishing village of Manchester, Mass., which commands fine and extensive view of Massachusetts Bay, and is surrounded by bold and beautiful scenery. The place is remarkably healthy, free from noise, bustle and temptations to idleness and dissipation. The society is characterized by a high moral tone, and the facilities for uninterrupted study may well compare with those of any other school through the State. Connected by railroad with Boston, the school is of ready access and offers every possible inducement of the sea breeze during the warm months of summer.

Then compare this with the way present-day college students come home often. It is not expected that any pupil will visit his or her home in term times unless for important reasons. Tuitions for a term of twelve weeks, in the common English branches, $1.00; in the higher English, $1.50; Latin, French and Pencil Drawing, $1.50 additional per term. Board, including washing and mending, $2.50 to $3.00 per week males, and $2.00 to $2.50 for females; fuel and lights a separate charge. All pupils are required to attend public worship. A charge of fifty cents per term is made for a seat in church.

Many of us can actually recall, what we might call Manchester's Department Store, the old Franklin building. Think of the things one could find at the Old Corner Store. And do I dare say, what terror Arabella Allen put into the hearts of us kids, when she looked at us over her glasses! Probably she wouldn't have hurt a fly. She wasn't much bigger than one herself. But didn't we all like George Forster Allen.

This old building stood where the monument to the Grand Army stands on the Green near the Church and known to the older generation as the Franklin Building and to the younger generation as the

"Old Corner Store"; has a most interesting history, such as few of our old buildings possess. In a chat with our old friend, George Forster Allen, who occupied it longer than any other person, he gave us many interesting facts concerning its long and varied history. As far as can be learned, it was built about 120 years ago (this was written in 1909, thus making the date around 1789), originally as a fish warehouse, which will, no doubt, be news to the most of our readers. The building was erected by Maj. Lee to store and cure salt fish and quite an amusing anecdote is told in connection with its building. Where the library stands, lived Major Eleazer Crafts, who kept a tavern. Maj. Crafts and Maj. Lee, we are told, did not hitch horses very well; in fact, it appears that Maj. Crafts was very popular with his townspeople, by reason of his genial and social disposition, while Maj. Lee is said to have been quite the reverse. Maj. Crafts had had his eye on this property for some time, but somehow Maj. Lee got in ahead of him and secured it, and started on the erection of the building. After the frame was up, a delegation of young men called on Maj. Crafts late one evening, and their leader said, 'Maj. Crafts, it will be high water tonight at midnight, and if you say the word, we will send that frame floating down the river.' But Maj. Crafts didn't say the word. He had no spirit of retaliation and so the work went on. Maj. Lee lived but a few years after the completion of the building, when its use as a fish house was abandoned, and it was turned into a dwelling occupied by Aaron Allen, grandfather of George F. Allen, and in the room on the lower floor, next the street, his mother was united in marriage. In later years, a new use was found for the building when it was turned into a shoe factory, which was conducted by John W. Mann. Again, we find it occupied as a tailor shop by John Prince Allen, then as a barber shop, a restaurant, and a reading room successively. On the death of Capt. David Crafts, a son of Eleazer, who had acquired ownership, it was bought by John Perry Allen, Manchester's furni-

ture king, who converted it into a cabinet making shop, almost every available building in town being used for this purpose at that time, at the height of the furniture industry at this period. Mr. Allen continued to use it up to the time of his failure, when it was sold under the hammer with the rest of his estate, and was bought by Capt. Benjamin Allen. In 1849, it was leased to Burnham & Gentlee, who opened a grocery store, George F. Allen being Postmaster at the time. After conducting the store for several years, the firm failed, and John Little took half of the store, running a grocery, and the other part was operated as a dry goods store by E. S. Vennard.

Next occupant was Simeon T. Swett, who in company with his brother, opened a dry goods store which they continued but a short time.

In 1868, George F. Allen took the store, which was then empty, and opened with a general stock of dry goods, boots and shoes, crockery and wall paper. The southern half of the store he rented to Charles H. Sheldon as a meat market, which Mr. Sheldon moved a few years later to its present location in the Knight Building, on Central Street, near the dam; Mr. Allen taking the whole building and continued to occupy the same, adding to his lines of goods from time to time, building up a flourishing business. He occupied the tenement over the store for 32 years, and it was previously occupied at different times by Dr. Colby and Dr. Farher. Owing to advancing years, he felt compelled to retire from the responsibilities of active business and in October, 1907, he sold out to H. G. Nichols.

And how about the little store just beyond it (where the municipal Christmas tree now stands, near the church), kept by Mary Augusta Baker when some of us were younger than we are now. Even in my mother's girlhood, 'Mary Gusty', as we called her, had her little dry goods and millinery shop, in the side next the Church, and this side was used variously. Here Andrew Lee opened the first

Apothecary Shop. By many he was called 'Doctor' Lee. From it, he moved to the Colby (now Rowe) building, before purchasing the Henry Lee property and building a Drug Store ,now much enlarged and altered, on the corner.

In the early 1800's, my great-grandfather, who is better known as the beloved Superintendent of the Sunday School, than as a cordwainer, had his little shoe making shop just below his orchard (he lived where I do), on the spot where the Catholic Church now stands. Some years after his death, it was made into a small house, and in the course of time, bought by Thomas Ray and moved to its present location, under the shadow of the Old Powder House. It is where Howard Towle now lives.

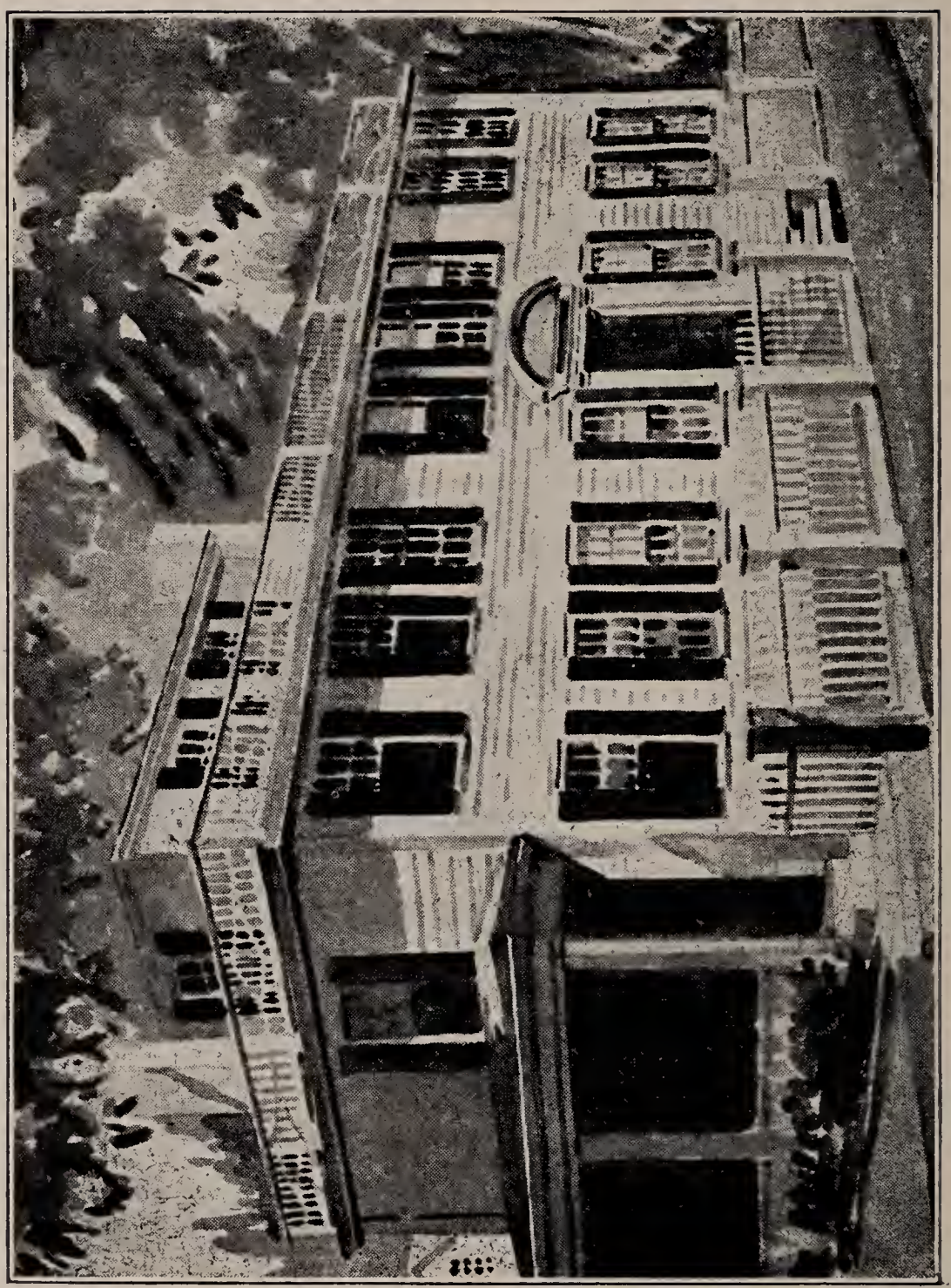
Rev. Abram Randall's house, was built in 1803 with timber from the Parsonage Woodland. Today, no one who saw it then, would ever recognize it. It was recently the home of the late Herbert Stanley, now of his nephew, Senter, on Union Street.

The house where Annie Coughlin Burke lives, at 98 School Street, goes back to before 1803, as it is recorded in that year that Wm. Tuck, Esq., sold to Israel Morgan, house and land for $100.00. Can you imagine that, for it is a decent piece of land, and originally had a barn with a shoe making shop in one end, a nice well in the yard, etc. All for $100.00. Surely time changes values, as well as houses and the owners thereof.

I could go on forever, almost, but I will have a heart and say 'Thank you for your patience, and Mr. Cheever for his wonderful co-operation in having all these pictures.'

GRACE M. PREST.

Manchester Historical Society Meeting,
May 3, 1944".



HOME OF THE HISTORICAL SOCIETY

CHAPTER ELEVEN

TRANSPORTATION AND SERVICES

Railroad

I FEEL that the greatest events of importance to the development of the village and the country as a whole, was the coming of the railroad; the installation of the telephones, and the telegraph; yet to all historians previously interested in discussing the town, these factors are hardly mentioned. Aviation, country wide, is another very important mode of transportation, which will be heard from more in the years to come.

At the inception of the town, a boat of some shape or another was the first vehicle. Tradition has it, that a packet made regular trips to Salem, and maybe Boston, from Manchester, during the first hundred years of its existence. On shore, only the wealthy had horses or oxen, and rarely they had a chaise or a wagon. It was usually a case of walk or ride horse-back.

It is known that a lumbering stage coach made tri-weekly trips from Gloucester to Salem in the 1700's and the early 1800's. I have heard my grandmother (who was Mrs. J. F. Rabardy, born in 1833) tell about the stage changing horses at the Hotel in the center of the town. At that time, the hotel was a small building, and where Mr. Beaton now has his office in his store, was a driveway, which went around back of the hotel and came out at the present driveway, between the hotel and the Rabardy Block. The barn, which was conducted with the hotel, extended out over the river, and was torn down about 1925.

This stage would, no doubt, make connections with the regular coaches of the Salem and Boston Stage Co., which left Salem at 7-8-9-10 A. M. and 3 P. M., and returning, left Boston at 9 A. M. and 3-4-5-6 P. M. The fare on this coach was $1.00 each way.

The building of the Gloucester Branch of the Eastern Railroad was by authorization of its stock-holders in 1846-47. It extended from about half a mile below Beverly depot to Gloucester, through Beverly and Manchester, a distance of 13 miles. In 1917, it was rated as one of the best paying branches of the B. & M. system, and it still is a very busy branch.

The first mention I can find in the town records concerning the railroad, is in 1845, when at a town meeting, held August 21, 1845, it was voted, "That the Town grant the Eastern Rail Road Company, liberty to construct a Rail Road accross the River commencing on land of Heirs of Henry Lee, running accross the River to land of Andrew Brown, Jr. and others by the said companys making and maintaining a good and sufficient draw or passway through said Road or Bridge, in the Channell of the River for vessels to pass and repass as occasion may require — 61 for 26 against".

Apparently, there were three locations proposed, where the railroad could cross the river, because at a meeting held August 30th, 1845, papers were prepared for the voters to mark which route they chose. "The result of the Ballots was as follows:–

For the North Route — twelve
For the South Route — fifty-four
For the Middle Route — forty-three"

It would be interesting to know where these three locations were, but there is nothing in the records to explain.

Dr. Leach, in his history, mentions that the railroad connection with Boston was completed and cars began to make regular trips on November 2, 1847.

In the history of the Eastern Railroad, written by Francis B. C. Bradlee, he mentions that the road to Manchester was opened August 3rd, and to Gloucester, December 1, 1847, with two passenger trains and one freight train each way daily. It is interesting to note also, that the fare was 65c to Boston, whereas today, we pay 61c plus tax of 9c.

At first, there were but two stations between Beverly and Gloucester, they being West Beach and Manchester. Soon "Kettle Cove" was added, and the name later changed to Magnolia. I cannot state positively why the name Magnolia was given to this station, but I feel safe in saying that it probably was because of the large number of fragrant Magnolia trees, which years ago grew wild and were common throughout the woods in that area. It is very unfortunate, and sad, to think that one by one these trees have been removed from, or died in the woods, for they were a beautiful sight, and it is a known fact that it is almost impossible to grow more from seeds in a nursery.

No mention is made in the records of the town about railroads again until July 3, 1847, when they voted *not* to appoint a committee on the location of the depot, and the location and construction of a road to the same; but on November 16, 1852, they did lay out Beach Street, forty feet wide, from the County Road (Union Street) to Lee's Point, at the railroad, and the Railroad Company agreed to relocate or build a depot at the junction of the town road with the rail road. (Which they did.)

Some might be interested to know that this new depot, which was built of wood, was on the north side of the track. The platform extended eastward, from Beach Street, to a point nearly where the present station is located, with the depot in the center. Still further easterly, was the freight house, which stood nearly where the Electric

Company's brick building is now. You should bear in mind, that off the southerly side of the track was nothing but water or low marsh-land. Summer Street extension was not built then, so the depot yard was only that area between the track and south of the present Summer Street extension.

Previous to this, the original depot was at the Sea Street crossing, and tradition has it that it was in the dwelling now occupied by the Cooneys, their dwelling having been at that location for many years, and of one story in height before being raised and another story built under it, as it appears today.

It is hard for me to understand how our forefathers could have been so indifferent to this coming of the railroad, for, in locating the tracks, or rather track (for originally there was but one track laid, until the second one was completed, as far as Manchester in 1894); the shore line in some places was greatly changed by filling inlets and crossing rivers, while at other places, considerable blasting and excavating was necessary. The places mostly effected by the advent of the railroad, were, at the river over which was constructed the causeway and bridge, to form our inner harbor, and also the filling of the marsh and lowland, where the railroad station and freight yard are located. Great difficulties were encountered blasting ledges in different locations along the line.

David N. Johnson, in his book "Sketches of Lynn", gives an interesting account of the labor involved, and while his reference is entirely to Lynn, the same could well apply to Manchester. Quoting from his book, "Gangs of Irish laborers were set to work in several sections of the town along the line of the road, and their work was watched with a high degree of interest by the boys, and with hardly less interest by men of the largest size . . . So many men, and so many teams, and especially so many pickaxes, wielded by as many

men working in the gravel pits where the deep cuts were made through the high land, . . . all tended to enliven the summer of that memorable panic year (1837). Rows of men and boys sat along the banks on the sides of the 'cut' without once thinking of charging the Eastern Railroad Company a cent for their disinterested superintendence . . . The sight and operation of the gigantic drills; the immense quantities of powder used; the scampering away to a safe distance, when the signal was given that the fuse was about to be touched off; the moment of suspense while waiting for the charge to explode; the fragments of rocks flying into the air like rockets, or large masses of rock forced through the covering and thrown up above the top of the pit and burying themselves in the soft earth".

Many of the Irish laborers just referred to, took up their permanent residence in Manchester, mostly in the old mill, which was remodeled into a tenement house, in that vicinity where Lincoln Street now crosses Saw-mill brook. Among these families were the Lomasneys, the Boyles, the Coughlins, the Kenneallys, the Guinivans, and many others whose children and grandchildren have still remained with us and are among our most highly respected citizens. It was this group which formed the nucleus for the establishment of a Catholic church locally.

The first passenger cars of the Eastern Railroad were described "as having much the outward appearance of our early horse-cars and as carrying twenty-four passengers each". The cost of a car was about $1,000.00 each. From 1837, the cars were not much different in general appearance from those of the present day, with a center passageway running through the entire length of the car.

This quote from the Lynn History is interesting: "On Friday night, March 17, 1854, a violent gale commenced from the northeast. Upon the Eastern Railroad a train was brought to a full stop, while passing over the Lynn Marshes, by the force of the wind".

Gloucester Branch cars used to be uncoupled from the rear end of the main line trains, while passing over Beverly-Salem bridge, and allowed to roll in on their own momentum, to the Beverly Station, where a locomotive was hooked on and the cars brought to Gloucester.

While this has nothing to do with Manchester, yet you might be interested to learn, as I was, that a railroad between Gloucester and Rockport was not favorably considered until in 1860, when the town of Rockport, under authority of the legislature, invested $50,000.00 in the newly formed Rockport Railroad Company, Incorporated, and work was started August 23, 1860 upon a roadbed which was operated under lease to the Eastern Railroad, who later in 1868 bought up the corporation. Before the roadbed was completed, the town invested an additional $25,000.00, and incidentally, the Town of Rockport made money on their investments.

"The Town of Essex, in 1872, had built a branch road (completed in May, 1872) from their town to Wenham." The Eastern and the Boston & Maine were then competitors, and while no one could see much return for running trains to Essex, yet the Eastern feared the B. & M. might buy the road and extend it to Rockport, so the Eastern bought it to protect themselves.

"When the telegraph was first used for train messages on the Eastern Railroad, cannot be exactly ascertained."

In May of 1907, work commenced upon the installation of block signals through Manchester, which greatly adds to the safety of the transportation system.

Believe it or not, the first Sunday train to run on the Eastern Railroad was not until June 21, 1874, and even then, none were run on the Gloucester Branch.

"It was 1881 before uniforms were worn by the employees".

The Eastern Railroad was leased to the Boston & Maine on December 2, 1884, for a term of 54 years, from October 1, 1883, and it was consolidated with the Boston & Maine Railroad, by purchase, on May 8, 1890.

I previously mentioned that the second track was completed to Manchester in 1894. The terminus at that time was Ashland Avenue. At a cost of about $100,000.00, the next extension, which took it to Magnolia Station, was completed and put into operation early in the year of 1896 The second track from Magnolia to Gloucester was completed and in operation early in the year 1908

The present passenger station, freight yard and house were completed and put into operation in the summer of 1896.

The passenger depot at West Manchester was erected in 1895, on land purchased in 1893 of T. D. Boardman, et al. Previous to this, the annual report of the Eastern Railroad for the year ending December 10, 1884, discloses that the "West Manchester Passenger shed" was erected in 1884. This shed was moved to a new location, about 300 feet west of the original location, in 1893. Whether the passenger depot was made from this shed, I cannot say. The new Magnolia depot was built on the same location as the old, in 1881. When automobile travel became so general, the usefulness of these two stations gradually receded to a point where their operation and maintenance costs far exceeded the receipts and they were razed in 1942, but were replaced by shelters which now serve summer patronage.

So, in these nearly 100 years of the railroads' existence in Manchester, from two trains daily in 1847, the demands have grown until the present time, when thirty-two trains of a much greater

carrying capacity are required to furnish adequate service. Few towns of this size can boast of such good accommodations.

One unusual service established on the Gloucester Branch of the railroad system, started in 1892. It was a special train, known as the "Fisherman", run once a day to and from Boston, for the benefit of the wealthy professional and business men. To qualify for permission to ride on this train, a special fee of $100.00 for the season, was charged each commutor, in addition to the regular fare. This included baggage privileges. Some of those who couldn't qualify, in a feeling of resentment, dubbed the train, the "Dude" train.

Soon after World War I, or in 1919, it seemed expedient to abandon this luxury, and it has never been restored.

For much of the preceding railroad information, I am indebted to Mr. J. W. Rimmer, Vice-president of the Boston & Maine Railroad, and to him I give my public thanks.

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The question is frequently asked why the town never had a street car line. It is my understanding that because so many of our streets were narrow, and because so many people had horses, especially for pleasure driving, that the citizens did not want the cars to run through the town.

Because this feeling was so strong, when the question of authorization came before the legislature in 1893 for permission to run cars along the North Shore, it was written in the Act of Chapter 159 that "tracks could not be laid in the Town of Manchester on or south of what is known as the old Wenham road leading from Pleasant Street, nor in said Manchester beyond a radius of one mile from the extreme northwest corner thereof".

I assume it was because of this restriction that the railroad decided against coming to Manchester.

FIRST POST OFFICE.

Post Offices

Early in the life of the community, mail was brought into town by packet and the letters were placed in a rack somewhere in the town. Very probably this took place in a tavern, although there is nothing to substantiate this statement. Some think the rack was in Miss Samples' store on Sea Street.

It was not until 1803, that a post office was established, and Mr. Delucena L. Bingham was the postmaster, who held the position until his death in 1837. It was this same Mr. Bingham, who drew the first plan of the town, which I have mentioned elsewhere. The office was in Mr. Bingham's house, which stood where the Rabardy block is now. After the death of Mr. Bingham, Mr. William Dodge was appointed and held office until 1845. First, there was but one mail a day, but later the four horse coaches, which plied between Gloucester and Boston, brought the mail twice each day. Then the office was in the tavern (now the Manchester House).

Mr. Jefferd M. Decker succeeded Mr. Dodge, and moved the office from the tavern, but his term was short lived, and Mr. George F. Allen was appointed in 1849. He had the office in the Bingham house, but later moved it to where Mr. George Beaton's store is now. His term of office was but four years, as was that of Mr. John Prince Allen, who succeeded Mr. George F. Allen. The latter Mr. Allen had his office on the common, near the site of the present police station, in a building used as a cabinet shop.

During these times, until 1872, the Essex and Magnolia mail was made up in Manchester, just as the Manchester mail was made up in Salem.

Starting 1861, Mr. Henry F. Lee had one four-year term, and his office was in the front room of his house, facing School Street, which was in the rear of the Lee building, at the corner of School and Union Streets.

Quoting from Lamson's History:– "Julius F. Rabardy, a native of France, in accordance with a law of Congress, providing that government offices be given, when advisable, to wounded or disabled Union soldiers, was appointed Postmaster, August 9, 1865, and took charge of the office, October 1st. The office was first kept in the cabinet shop above spoken of; afterwards in the store now occupied by Mr. Beaton; and later in the old Bingham house. But as more room was needed, it was removed to its second tarrying place, and kept there until the completion of Mr. Rabardy's block in 1885".

I have quoted the above, for it was this same Mr. Rabardy, who, when he first became postmaster, established the little store which is now known so well as Floyd's, still doing business where the post office was, — later, as well as now, where the telegraph office was; and likewise, where the first public telephone pay station was and still is. If you will excuse the personal reference, my mother was clerk in the post office when but a girl, and later was the first telegraph operator in Manchester.

In September, 1885, Mr. Rabardy was replaced by a Democrat, Mr. William J. Johnson. This created quite a furore, for it was the first time that politics had been brought into the appointment of a postmaster. Mr. Johnson moved the office to the Rowe block (where Fisher & George now are located).

Jeffrey T. Stanley, and later, Mr. Charles Danforth, succeeded in the same location, and then followed Samuel L. Wheaton. It was during Mr. Wheaton's term that the Pulsifer block was built, at the corner of Union and Beach Streets, and the post office was moved there, because of the pressing need for larger quarters. That was in 1904. From July 1, 1907, the post office was rated as a second class office.

Politics again came into play in 1915, and Mr. Frank A. Foster received the appointment from President Wilson, only to be succeeded by Mr. Ernest H. Wilcox in 1923.

During the administration of President Roosevelt, when post offices were being erected in nearly every community, Mr. John H. Gavin succeeded Mr. Wilcox. It was then that our present post office was erected (1940).

Also during Mr. Gavin's five years of service, an innovation took place, to celebrate the importance and beginning of a drive to advertise the use of airplanes for the delivery of mails. On May 18, 1938, Mr. Gavin set out in a small boat down the harbor and there

transferred a pouch of mail to a plane which had landed in the harbor for that express purpose.

Mr. Harry T. Swett, our present postmaster, took office June 16, 1941.

Thus from its inception in 1803, when the full complement of the office was the postmaster, doing a quarterly business of about $2.00, to the present time, 142 years later, when the total number of employees is 15, with additional men necessary in the summer months, doing a quarterly business of $10,000.00, the importance of the mail service is paramount.

PRESENT POST OFFICE — 1940

Telegraph

There appears to be as little information available about the telegraph in Manchester, as any public service, yet it is quite a necessary one.

Dr. Lamson, in his history, has this to say: "In 1870, Mr. Rabardy opened a telegraph office, which was a great public convenience, at his own risk and expense, and thus placed the town under great obligations; the office was relinquished by him after fifteen years, on his dismissal as postmaster, due to politics".

This office was in Mr. Rabardy's store with the post office, and Miss Lizzie Smith, who later became Mrs. Lyman W. Floyd, was the first operator. At that time, messages were sent by a key and received on a long, narrow strip of paper, somewhat as today, but rather than coming through space as from a typewriter, which it is today, the messages came in dots and dashes, and had to be interpreted and rewritten.

After 1885, the business was conducted at the railroad station by the ticket agent, through the key and sound system with the Morse code. Mr. Frank G. Cheever, and then Mr. F. Clifford Rand, handled most of this business during the boom days, with very little outside help.

In the early 1900's, the business had grown to such an extent that a separate office had to be set up, and was located in different places, until now it is back where it started, — in the store founded by Mr. Rabardy, and managed by the son of the first operator. This is the Western Union Telegraph Company.

For a few years, the competitive company, the Postal Telegraph office, also maintained an office in town; first in the drug store of Mr. Frank G. Cheever (who was also the operator) and later in a separate office, at 4 School Street. They maintained a separate wire from Gloucester to Manchester between 1903 and 1909, for their use.

Telephones

In the short life of the Telephone Company in Manchester, there is shown a greater proportionate increase of service rendered, than in any other service.

The first permit issued by the town to the New England Telephone & Telegraph Company, for the erection of poles, was in 1891, and then no added poles were necessary until 1898 and 1900. The additions from then on have been many and frequent.

At present, Manchester is unique in having a very large portion of the wires for all public services placed in conduits underground. The benefit of this was greatly appreciated during the hurricanes of 1938 and 1944, when the town was one of the very few in the state which had electricity, telephones and telegraph service without appreciable interruption.

The first switchboard was operated by Miss Annabel Haraden in 1891 in her home, and was of the magneto type, located in the front room of the second floor, over Floyd's store. At night, Miss Haraden slept on a couch beside the switchboard, in order to give prompt service. In the same year, the first public pay station was installed in Floyd's, and Mr. Thomas W. Slade, a local grocer at that time, was the first individual to have a phone. The telephone signals were given by turning a crank. At that time there were 14 stations on the switchboard. In January 1945, there were 1045, and if it were not for war conditions, this number would have been greatly increased.

January 21, 1898, when the population of the town was 1789, the office was moved into a second floor office, at the corner of School and Union Streets, and served 27 customers. Soon after it was necessary to increase the number of operators, and even this

office soon became too small. In 1904, the Pulsifer block was erected at the corner of Beach and Union Streets and the Company took advantage of the opportunity offered it by Mr. Pulsifer and moved the office again into a fine large room on the second floor of this building, where it remained until the big fire in 1906, which destroyed the whole second floor of the building.

PULSIFER BLOCK — HOME OF TELEPHONE EXCHANGE AND POST OFFICE — 1904

As we all know, the second story was never rebuilt, but the Telephone Company was established in the area previously required for the stairway leading to the second floor on Union Street. At this time, Miss Clara Sargent was chief operator. While this change-over was taking place, temporary quarters were set up in the Blaisdell block, now owned by Mr. Peter Demarkis, on Beach Street.

In 1911, it appeared to the Company that still larger headquarters were needed, and particularly so because of the contemplated change-over from the magneto system within the telephone exchange to the common battery system, so a new building which is now the telephone office at 52 Summer Street, was erected. Mr. Peter Brown has the distinction of putting in the first call through the new office, which was June 29, 1912. At that time there were 283 lines and 470 stations, with an average of 3,000 calls per day.

To take care of the present day business of Manchester and Magnolia, which is handled through this office, nine operators are required, with an added three or four in the summer months.

Incidental with this telephone data, I am told by Mr. Irving Rolfe, local manager of the Company, that in the summer of 1883, Mr. Alexander Graham Bell conducted several experiments with telephonic communications in or under the water, while he was a resident of Manchester. He lived in the Fitch House (now Coburn's) on Norton's Point. Another point he mentioned of local interest was, that two late residents of Manchester, Mr. Theodore N. Rowe and Clarence Morgan, worked in Boston, making the wooden parts of the telephones, at the old Williams Shop in Scollay Square.

Electricity

With the progress made within the village at the turn of the century, it is no wonder that the people wanted electricity brought into town. The streets were lighted by Welsbach gas lamps, which necessitated a man attending each lamp daily, and the homes all had kerosene lamps. A few summer residences and the town hall building had their private gas plants (much to the sorrow of one summer resident who had his home destroyed by explosion and fire from it).

It may be surprising to some to know that a committee appointed by the town as a result of a vote taken March 3, 1902, reported recommending the construction by the town of a plant with a generating station to be located on Vine Street. (What is now the southeasterly corner of Vine and Norwood Avenue; Norwood Avenue not extended at that time.)

At a special town meeting held October 13, 1902, the committee's report was accepted, but the recommendations were not. The reason being that while this was going on, a private corporation was in the process of being formed and the general opinion among the townspeople was that we would be best served by not owning our own plant.

On April 13, 1903, it was voted that the selectmen be authorized to grant a franchise to the Manchester Electric Company, permitting them to install poles, conduits and other equipment, to distribute electricity in the town of Manchester. This franchise, signed by William H. Allen, Fred K. Swett and William E. Kitfield, Selectmen of Manchester, was delivered in September of the same year.

Installations started very soon thereafter, and as I have mentioned under another heading, most of the wires were put under ground. This action involved an expense of three or four times over the usual overhead system, but its reliability over the past 40 years, is the best proof of the expenditure involved.

The growth of the Company has been synonymous with the growth of the electrical industry. The first office of the Company was in the "sub-station", located on Summer Street extension, and the domestic use of the electricity was wholly for lighting purposes, with the one exception of flat irons.

From 1915 on, the toaster, the washing machine, the refrigerator, the radio and countless other appliances have been developed. Because of the sale of these articles, the office of the Company was moved in 1916 to 4 School Street, and moved again in 1919 to the Bingham block.

On March 2, 1915, the selectmen, by vote of the town, were authorized to contract with the Manchester Electric Company, for lighting the streets of the town. This vote was taken after many heated words were exchanged in town meeting, over the retention of the gas lights or the substitution of electricity. The street lights were first turned on October 15, 1915.

In 1925, the office in the Bingham block proved too small, and another change was necessary, so the store in the Blaisdell block on Beach Street was hired, until 1928 when the property at 35 Beach Street was purchased by the company and remodeled to suit their needs.

During the forty-odd years of existence of the Manchester Electric Company, it is quite remarkable that there have been but three managers, Mr. Austin A. Cushing being the first, and in charge until 1912. He was succeeded by Mr. Arthur Lovering until 1915. Since then, Mr. Thomas A. Lees has managed their affairs to the present time, when nearly every home in Manchester is a consumer of this very essential commodity.

It is Mr. Lees to whom I am indebted for much of this information.

Water and Sewage

A proper and adequate water supply is one of the greatest assets a community can possess. There is no doubt in anyone's mind but what Manchester has just that. An adjunct to this also, is an excellent sewage disposal system. In the past 25 years, there has never been a drought of sufficient importance to prevent an ample use of water in the houses of Manchester.

Like in all other early settlements, the water supply of our forefathers was obtained privately from springs or wells dug at convenient places. The people were very fortunate to have found in Jeffrey's Creeke, so many springs of sparkling running water. There were a few semi-public wells which were famous for years for their never failing supply; among them were, one at the corner of Bennett and Pine Streets; one in front of what was the Post Office, but now the Rabardy block; and another on School Street on the Lee property, near the present home of Miss Grace Prest, and many others.

The history of our water supply up to 1895, has been so ably written and printed in Dr. Lamson's History, that it is useless for me to go into every detail. Suffice for me to say, that the original public water supply was installed in Manchester, as a result of an Act of the 1891 Legislature, accepted by the town April 4, 1891.

This water was obtained "from waters of Saw-mill brook and its tributaries, and from springs and underground and surface sources adjacent thereto".

We are all familiar with the location, off Lincoln Street, of the pumping station and well. The storage tank, filled for the first time February 22, 1892, was made of iron plates and stood on Powder

House hill. It was 35 feet in diameter and 75 feet in height. The original net cost to the town was $156,472.33 for this splendid commodity.

In 1892, one of the finest celebrations ever held in the town took place to commemorate this important event.

Hardly had this water system been functioning, before the water commissioners realized that an added source of supply would have to be found to fulfill the demands. Nothing definite was done about it, however, until in 1906, the commissioners brought in a very elaborate report, giving opinions upon two new locations where an added supply could be obtained. One was from wells driven in Beaver Dam Meadow (see account "Hills" for location), and the other was Gravel pond in Hamilton.

The town voted to procure an added supply from the first mentioned location (March 5, 1906). After tests were made, it appeared doubtful if sufficient supply could be obtained from that location and considerable discussion, both official and otherwise, ensued. Finally, in the 1907 town meeting, it was voted to buy Moses Hill for a stand-pipe and also a large committee was appointed to see about getting water from Gravel pond.

We all know the outcome, and we are now drinking excellent water and plenty of it, from Gravel pond, pumped into a concrete stand-pipe 50 feet in diameter and 72 feet high, located on Moses hill. It is because of the height of this supply, that we have such good water pressure, a feature which means a lot to our fire department. The plant was first put into operation on June 17, 1909, and from August 2nd, has been giving constant service.

I often wonder if the people of Manchester fully realize how fortunate they are to get this very necessary public service at a minimum cost. A great deal of credit should go to the present commissioners, Mr. Orrin C. Chadwick, Mr. Charles E. Fritz and Mr. William E. Slade, all of whom have been on the job for several years — not forgetting their superintendent, Harry Collins. The foresight of the earlier commissioners also is commendable.

Sewage disposal is always a problem, and the general health of a community greatly depends upon its proper supervision. The contamination of the brooks and harbor began to get serious as the town grew in size. In 1911, a report on the local conditions, made by a competent engineer, pointed out that something should be done As a result of this survey, the town voted to install a sewer system, and pipes were laid and a pumping station erected in 1914 and put into operation in 1915.

While this system does not serve all dwellings within the town, yet it does affect those areas most thickly settled.

In the warrant of 1789 was an article: "To see if the town would build a necessary house for the school boys and others." At the town meeting the same year it was "Voted to build the necessary house."

1847 - "Voted that Rev. O. A. Taylor be invited to read so much of the School Committee's report as he thinks proper to read before the meeting." What would have been a School Committee's report that would have been improper?

Photo by Towle PRESENT FIRE STATION

Fire Department and Fires

In the earliest days of our history, fires were very infrequent. Doubtless, the people realized their all was gone if their home burned. Insurance was not common. Severe penalties were imposed upon anyone having a fire, and organized fire departments were not thought of. Chimneys had to be "Regularly and Seasonably Cleansed".

It was many years before there was a fire of sufficient importance to be mentioned in the records of the town.

December 13, 1820, in town meeting, $300.00 was appropriated "to detect the villian or villians who set fire to the barn of Rev. James Thurston".

Fires were first extinguished by bucket-brigades forming lines and throwing buckets of water on the fire. This action was later supplemented by the use of old sails being hung over property and kept wet to keep a fire from spreading.

Manchester bought its first piece of fire apparatus in 1828, a tub named the "Eagle", for which it was "voted to raise $600.00 to purchase said engine and 12 buckets and build an house for the same".

Like a locomotive on a train, in the early days, fire tubs or engines (as they were later called), were given a name. The "Torrent" was the town's first suction pump; a Manchester product, having been built by Col. Eben Tappan in 1832, who at that time, was making a business of building fire pumps. Most of the iron work was done in the blacksmith shops on Elm Street. This "Torrent", which was used in the great fire of 1836, was purchased by a vote

of the town March 7, 1836, when the town appropriated $650.00 for it, and lead hose. It was 1885 before its usefulness was dispensed with, but it is still retained to this day as a relic of those days. Both Gloucester and Rockport bought "Tappan" pumps for $350.00 in 1831 and 1827 respectively, which served them well. The town appropriated $300.00 on March 14, 1837, to build a house in which to put the Number 2 Engine (the Torrent). On December 8, 1864, No. 2 Engine of Lynn was bought for $850.00 by the town and named the "Franklin".

In 1872, a new engine, called the "Manchester" was bought for $1635.00, to take the place of the "Franklin", which had proved too large and was soon disposed of. Too many men were required to pump it. In its place, the "Manchester" was bought and used up to 1895.

For use in connection with these engines, and later the steam engines, the town had large wells constructed at strategic points throughout the village. Most important of these wells, was the one on High Street, near the head of Union Street, and cost the town $1,000.00 to build. The most handy source of water supply which has been overlooked in importance in later years, was "Reservoir Pond", now spoken of as the "Channel" in the center of the town. This "Reservoir Pond", as it was called for years, was bought by the town from Rust and Marshall in 1873 "for fire purposes". This included the location of the mill privilege.

I want to digress for a few minutes from "fires and fire departments", to explain this last statement. This "mill privilege" was that

square area between the wharf, where Sheldon's Market now stands and the police station. The dam was built of wood, in 1874, for $300.00 and was placed on the south side of Central Street. In 1895 $400.00 was appropriated for a dam and water gate, which was built in the same location as the present passé concrete dam, for the purpose of making available the most amount of water conveniently for the fire fighting purposes.

No other hand tubs or pumps were purchased, but in 1885, the sum of $5,000.00 was appropriated and the "Seaside", a steam fire engine, with carriage and hose, was bought. The cost of this "Seaside" engine alone was $3,000.00. This engine was sold in 1904.

A larger steamer, known as "Seaside No. 2" was bought in 1902, and the sum of $5,000.00 was appropriated. It was this steamer which was hauled to Salem by a furniture truck, and there rendered very valuable service in the big fire of June 1914, having been assigned a location near the railroad station.

Ladders were early kept in small buildings in different parts of the town, and always available when needed.

In 1882, a ladder and sail cart was purchased for $200.00, which served until a new hook and ladder was bought in 1898 for $750.00.

In 1885, the building now used as a police station was built at a cost of $2500.00 for a fire station.

The present Engine House was built in 1891, at a cost of $11,000.00, and it replaced a "Town House" which stood on the same spot. This previous building at one time housed the library,

OLD TOWN HOUSE.

school house, and fire station which was sold at auction and moved to the Samuel Knight property. The present engine house was moved back from the street and remodeled in 1911, at a cost of $5700.00.

In 1894, the sum of $75.00 was spent for a steam whistle for the school committee and placed upon the Dodge Furniture factory. Nothing in the records connect this whistle with the fire department, but it is known to have been blown as an alarm, as the bell in the Congregational Church was also used as an alarm.

After long consideration by a committee, a new fangled piece of fire apparatus was bought in 1889 for $1800.00. This was a two cylinder chemical engine, which did yeoman service in extinguishing small fires, especially chimney fires. For years, this machine was dubbed "Lyman Floyd's Soda Wagon", for it was he who was the engineer in charge.

October 21, 1901, $1350.00 was appropriated for the first pair of fire horses and necessary appliances. They were used mostly to haul the hose wagon, purchased in 1897, and carried 650 feet of hose

The fire alarm system has been put in piecemeal over a long period of years, starting in 1900. Soon after, a master box was installed in the telephone exchange, and used for a number of years. The compressed air whistle was installed July 23, 1909, at a cost of $2500.00.

The first piece of motorized apparatus was a "Knox" combination chemical and hose wagon, bought in 1910, and was kept in continuous service until 1929. This kit was driven most of its life by "Gramp" Charles Chadwick, who previously was the driver of the horses. This was followed by a "Seagrave Pump" in 1925; an assembled ladder truck in 1926; a "Maxim Pump", which took the place of the "Knox" in 1929; and a "Seagrave Aerial Ladder truck" in 1942, to replace the wornout ladder, bought in 1926, which was bought because it was cheap, but proved expensive in the final analysis. Many other minor pieces of equipment have been in use over a period of time, but I have mentioned the principal ones.

As for the important fires which have occurred, there have been many, and I am not going to attempt to enumerate them all. John Lee, in his history, tells us that the first fire in town did not happen until 1805, which seems incredible, but I have no reason to doubt his veracity.

That fire he refers to, started in a barn on the present club grounds, which spread to a dwelling across the street about where Solomon Parsons' house now stands. From then on, I list here in chronological order, some of the larger fires listed by Mr. Lee and otherwise.

August 28, 1836 — Great fire in Manchester. It was discovered about half past one o'clock at night; between $50,000 and $100,000 worth of property destroyed. The buildings were John P. Allen's sawing and veneering mill, by the river in the center of the village, in which the fire originated; also his dwelling house, two cabinet work shops and warehouses, and several other small buildings on the northerly side of Central Street, estimated at $30,000; Larkin Woodbury's cabinet workshop and warehouse on the town common, loss estimated at $4,000; Lucy Marsters, widow of Captain Andrew Marsters, dwelling house and a cabinet workshop on the wharf (called the Green Shop); Dr. Asa Story's dwelling house and stable; Solomon Lee (a soldier of the Revolution), dwelling house and barn; Nathaniel Colby, owner and keeper of the hotel, a stable and shed buildings. Engines from Salem, Beverly, Gloucester, Essex and Hamilton, were present and rendered most valuable assistance.

1838. John and Henry Knight's bark-mill and curry shop, containing $2,000 worth of leather, was burned to the ground, February 1, 1838. The fire broke out at half past one o'clock at night. A barn filled with hay and bark, standing within six feet of the building burnt, was fortunately saved.

1843. The steam sawing and turning-mill of Bailey and Bingham, located on the town's land by the Saw-mill brook, was burnt

in June, 1843. They erected another mill on the same spot. This mill was afterwards owned and operated by Daniel W. Friend, and was burnt June 27, 1847.

1845. Allen Decker's cabinet workshop and warehouse, situated on the wharf, with most of its contents, and another building on the wharf of Capt. James Knight and near the main building used as a workshop, were burnt December 13, 1845. The fire was supposed to have originated in the last named building.

1847. The barn at the town farm at Kettle Cove was burnt with all the contents, February 2, 1847.

1851. The veneering saw-mill, erected by John P. Allen at the mouth of "Day's Creek" on the river, was burnt with the contents, April 17, 1851.

1852. The cabinet workshop and warerooms of H. P. & S. P. Allen, and the dwelling house of the estate of Deacon Enoch Allen were burnt in the morning of January 16, 1852. Most of the contents of the shop and house were saved. The fire caught from the stove in the workroom of the shop, soon after the fire was made in the morning.

1852. The boiler section of John P. Allen's stone steam mill, situated near "Powder-house hill", was burnt August 3, 1852. The main building is now standing, and has been finished into a tenement house by John Knight, the present owner (now called the "Stone Mill", which Mr. Knight left so the poor people could live in it rent free, under the jurisdiction of the selectmen).

1854. The stable of the hotel, owned and kept by Henry Haskell, was burnt May 16, 1854. Other buildings very near were saved by the judicious exertions of the fire department.

1855. The barn of Benjamin Tappan, at Newport, West Manchester, was burnt November 4, 1855, with the contents, which at this time contained most of the farm crops of the season.

1861. The veneer store building of John P. Allen, located in the rear of his dwelling house, was burnt April 16, 1861.

1871. The large bark building and dwelling house on the wharf, owned by John Knight, and the three story sawing and turning mill, and the three story cabinet workshop and warerooms of Rust and Marshall, all situated in the center of the town by the river, were burnt on the night of April 25, 1871. The fire was discovered about one o'clock. It was then burning through the roof and sides of the building; the dwelling house to the west, and the mill to the east of the bark building were soon on fire, as was also the cabinet shop. So rapid were the flames spread that the four buildings were burning at the same time. The coal sheds of Thomas H. Kitfield, on the town wharf, soon took fire and were burnt with the coal and wood on the wharf. The town hall building, and the dwelling house, and stores on the northerly side of the street were badly scorched. Fortunately the wind blew the sparks down the river, which otherwise might have caught other buildings and the business part of the town would have been destroyed.

1874. A fire of great proportions destroyed practically all of the buildings between Friend's Court and Saw-mill brook, which comprised the Knight's tannery, bark and curry shops.

1894. Roberts & Hoare's shop and the home of Hugh Ward on North Street were destroyed by fire November 16, 1894.

1900. Smith's Express stable, owned by F. J. Merrill, on Elm Street, was totally destroyed, May 7, 1900, threatening buildings in the center of the town.

1900. The large steam laundry building, side of the railroad at the foot of Ashland Avenue, burned to the ground December 21, 1900.

1901. Two large summer estates, the Means' cottage and the W. J. Mitchell house, were totally destroyed with a combined loss of $67,000.

1904. February 20th, a fire at Fenton's boat-yard caused a loss of $9500.00, and on June 6th, 1904, a fire which required assistance from out of town, burned off the top floor of the Manchester House.

1906. January 18th, Pulsifer's block destroyed with a loss of $25,000.00.

1907. New unoccupied home of Philip Stockton totally destroyed November 24th; loss $30,000.00.

1928. The home of Mr. George Putnam on Smith's Point was totally destroyed by fire, at a loss of over $50,000.00. Horticultural Hall was partially destroyed this same year, and there was also a bad fire at the estate of Eugene Foster.

CHAPTER TWELVE

HILLS

NOW come with me and we will take an imaginary tour of the town, to see what hills we can find. To anyone living in the Rockies, I presume what we call hills, would be insignificant "bumps", but as New England terrain is measured, I guess we come up to the average on the number of hills; maybe more than average, because Mr. Charles Fritz of the State Public Works Department, once advised me that we had no level area large enough to consider using as a landing field for aircraft.

Let us enter Manchester from Beverly, passing over Malt Hill, just before we come to the Manchester line. Soon on our right we see "Newport" hill, on which is "Watch" hill, all of which was called Sunset Hill by Mrs. Henry L. Higginson when she acquired the same. This hill is in the junction of Bridge and Harbor Streets.

If we were to pass down Brookwood Road from Malt Hill, we would soon have to come to "Filley" hill, located not far from the Denegre estate. This hill has an elevation of 125.28 feet. Proceeding on Brookwood Road, off on our right, after passing "Filley" hill, we could see "Great" hill, elevation unknown to me. Still further along on the road, we pass over "Christian" hill.

Now bearing right onto the Old Wenham Road, we would pass over "Wyman's" hill, whose highest point is recorded as 227.50 feet, which incidentally is the highest hill of which I can find record in Manchester.

As we arrive out of Old Wenham Road onto Pine Street and Pleasant Street, we see the Manchester water tower, perched upon the top of "Moses" hill, whose recorded elevation is 191.94 feet. "Moses" hill was named for Moses Bennett, but what his connection with the same is, I cannot learn.

Proceeding on Pleasant Street, let us turn into the Old Road to Essex. The first hill we see on our right, is "Jack's" hill; located about midway between the new and old roads to Essex, and surrounded by two large swamps. The first is "Millett's" or "Bingham's", and that is near the old road to Essex, and south of Jack's hill. Cedar swamp is north, northeast of the hill and parallels the new Essex road. West of Cedar swamp and further along on the old road, in our imaginary journey, we pass directly over Mill Stone hill, elevation 222.06 feet high. This is the second highest hill in Manchester.

We will now hurriedly cross the boundary into Essex and swing back toward Manchester on the new road to Essex, as we call it. On our left at the boundary, is "Beaver Dam" hill, most famous hill of Manchester, because on it is perched "Agassiz Rock". A long story has been written about this rock of tremendous size, supposedly deposited where it rests, by the glacier of the ages long ago. From the top of the rock, one may see for many miles. It is as big as a cottage house and is well worth one's trouble to see, if you are in-

terested in such things. The records as early as 1685 mention this. A similar rock of larger size sets in the valley below, on the Essex side of the hill.

One peculiarity of this hill which always impressed me, is the fact that it appears to be made up entirely of rocks and dirt of various kinds, piled up as if done by hand, to an elevation of 148.16 feet, and of course, as all of these hills I have mentioned, is heavily wooded. The elevation given for Agassiz Rock is 199.51 feet.

After returning to our car from this visit to Agassiz Rock and proceeding to Manchester, on our right is the previously mentioned "Cedar" swamp; on our left, is Beaver Dam meadow, which separate Beaver Dam hill from "Shingle Place" hill, which will be on our left before making the turn in the road, which is erroneously called Cathedral Pines (for there are no pines there). Shingle Place hill really has two separate heights, one 158.52 feet and the other 185.40 feet.

Now to continue back to the village, we will see "Powder House" hill on our right, with its elevation of 121.02 feet. On our left, we pass "Town Hill". "Powder House" hill, as you can guess, receives its name because in 1810, a brick powder house (which still stands) was erected thereon. Tradition has it that cannon also were placed thereon during our War of 1812. On "Town" hill is the watch tower erected in World War II, to seek out and detect any enemy aircraft which might approach.

Now just to complete a big circle, let us continue back to Sunset hill, passing enroute, the only other hills of any size in the

westerly end of Manchester. Passing up Bennett Street, we go over "Bennett's" hill, on which is our high school. Immediately, we see another hill, known as "Norton's" Mountain. Why "mountain" I don't know, because it is no more than average height, but mountain it is to this day. After this, off to the right, now enriched by several summer homes, is a long, rangy hill, with an elevation of 158.36 feet. No name seems to be affixed to it, but let's, for identification purposes, call it "Winthrop's" or "Walker's" hill.

Arriving back now at "Watch" hill on "Sunset" hill, here again the name implies the answer. When the town was first founded, and for many years thereafter, from the flat ledge on Sunset hill, watch was maintained at various times in our history, both friendly and otherwise. Families would gather to watch for the return from sea of their loved ones, who may have been on a fishing trip, or perhaps on a packet ship, delivering furniture to some far off distant land. During the Revolution and since, this location was also used to watch for enemy action. The home of Mr. and Mrs. Francis C. Welch is now located on this beautiful site.

Having completed our trip in one half of the town, let us turn around and head east.

Remaining on the main road, through the village toward Gloucester, we pass the Manchester Railway Station, and directly in front of us is Spy Rock; elevation 88.26 feet. From this rock is a clear view of the harbor, and the name makes us wonder. Did some inquisitive individual think he could watch thievery within our harbor, or could it be possible that clandestine affairs were going on that

someone was afraid they would miss? I leave the answer to you. I don't know why they should "watch" from one hill and "spy" from another.

Back from Spy Rock, is another elevation, unnamed, of 119.70 feet. Heading toward Forest Street, at our left on the Essex County Club grounds, is "Woodchuck" hill, with almost identical elevation (119.51 feet).

On the right of Forest Street is "Hildreth" hill. Still on the right, a little further along, and just before we enter the heavily wooded area is "Lambert's" hill. Bearing left on Mill Street, which was also known as Gentlee's Road, is "Gentlee's" hill on our left. This hill is 129.30 feet high. Between this hill and "Woodchuck" hill, previously mentioned, is "Sheep Pasture" hill; also a part of the Essex County Club grounds.

Turning back now, if we headed northeasterly on the West Gloucester road, sometimes spoken of as "Haskell's Pond" road or "Heap of Rocks" road, or "Hildreth's" road, we would go over "Heap of Rocks" hill at the Gloucester, Essex and Manchester boundary, but we will go back to Summer Street and drive up Magnolia Avenue, to where the Magnolia station used to stand.

On Summer Street, easterly of the railway crossing, we go over Crafts hill and on our left is Plum hill; originally called Great hill, over which County Road or the first road to the Cove is. This County Road here mentioned, is now a private road leading only to the Lucas property; the end of the road nearest Forest Street being blocked by the railroad tracks.

All on our left through Manchester Cove are low hills, but they possess no name. A hill on the left of Magnolia Station site has an elevation of 144.53 feet, and the home of Mrs. Walter J. Mitchell is located thereon. This hill, as far as I know, was once called Leach's Mountain. If we could pass through an old wood's road, across the tracks, called Loading Place Road, we would go by the foot of Long hill, with an elevation of 206.00 feet on our left, but we will return out to Summer Street and call it a day, but not before realizing that there still lies on our left, in the entire area bounded by Magnolia Avenue and Summer Street, "Gilbert's" hill, with an elevation of 165.31 feet. This hill covers a great area and is known by some as "University" hill (because the University of Pennsylvania owned the greater part of it). At present, Miss Laura Wick is one of the largest land owners of this area.

Before concluding, however, there are a few other hills or promontories I could mention. Most famous of these are Eagle Head at the easterly end of Singing Beach, and Image hill, nearby the beach on the Wigglesworth property. Eagle Head is comparatively a new name, not being used until late in the eighties. Previous to that, from the earliest settlement, the name was Eagle hill. The easterly side of the hill is the bound of the original 400 acre grant to the town. "Thunderbolt" hill, at the junction of Beach Street and Masconomo Street, on Masconomo hill, was very well known a few decades ago, when James T. Fields, a famous "poet-publisher" resided there. It was this same James T. Fields who was given credit of having first called our town, Manchester-by-the-Sea.

"Conway" hill is just above the railroad tracks on Sea Street.

On Gales Point, at the extreme end of Smith's Point, is a hill of considerable height, on which is a watch tower erected by the government in World War II. Across the harbor, at West Manchester, is "Boardman's" hill, which commands a beautiful view of the North Shore, and nearby is Glass Head — a high rocky promontory, which is the location of the home of Mrs. Gordon Abbott. Long before her home was erected, a watch was maintained here and also on Image hill, in times of trouble. During very early wars, twenty-four hour vigil was established, and heavy fines were inflicted upon anyone not keeping their watch. (Negroes were not permitted to watch. I presume this was because what few negroes there were in town, were doubtless slaves.)

History tells of slaves having been held in the building on Central Street which stood where the Rabardy block is now.

Many of my readers doubtless call, or have heard called, a different name for some of the hills I have mentioned, but call them what you like, I am only quoting records.

ENTRANCE TO SINGING BEACH ABOUT 1910

CHAPTER THIRTEEN

BEACHES

EARLY in my description of "Jeffrey's Creeke", I told you I would mention later about our beaches.

At Chubb's Creeke, at the boundary between Beverly and Manchester, is a small beach, hardly worthy of the name.

Moving easterly along the shore, we come to Black Cove Beach. This beach is located at West Manchester railway station, and was named for one of the town's first settlers, John Black, who owned property at that location.

Next, within the harbor, between Glass Head and Marston's Point — more commonly known as Tuck's Point, is a small beach, which, within the past few years has been especially popular, so much so, that the town now maintains a bath house there to accommodate those who care to bathe in the water of the harbor, which is quite a few degrees warmer usually than at Singing Beach. To add to the beauty and pleasure derived from this well known and famous spot, it has been the practice in late years, to transport annually some "Singing Beach" sand to this beach, thereby making the bathing more enjoyable.

Now, to move across the harbor to Smith's Point, we have a long beautiful flat beach, between "Point of Rocks" and Gale's Point This is usually called Long Beach. This is a privately owned beach, but I believe I am correct in stating that a landing right exists on the beach for the public. It seemed strange to this author, one day in the spring of 1944, to see on this Long Beach, a U. S. Army tank being driven back and forth and accompanied by several soldiers. I soon learned that they were learning to drive the tank and were soldiers from the nearby barracks at the watch tower, previously mentioned in this narrative.

The sand on this Long beach is much finer and nicer than on those previously mentioned, but not as nice as at Singing beach.

Now to go around "Point of Rocks", further up in the harbor, is another small beach, about the size of the one at Tuck's Point, but rarely used for bathing. This beach has no definite name, but is often called Read's beach or Mrs. Baer's beach; but call it by any name, it is the location in part of the first public landing on the "Neck" or Smith's Point, which I mentioned at the start of this history.

On the ocean side of the "Neck" and directly across from this beach, is "Lobster Cove" beach; in early history called "Pebble Stone" beach. The soil on this small beach is just as the name implies, pebble stone, and not too good for bathing.

Just a short way easterly from Lobster Cove beach, on the opposite side of "Pickworth" or "Pickards' Point" (now Cabots), is a small sandy beach, most familiarly called "Belly Ache" beach;

originally called "Baby Rack Cove" or beach. It is here, I believe, our forefathers first landed, and it is the only beach or cove mentioned by name in the renewed lay-out of the 400 acres on March 31, 1684, as recorded in the town records, under that date.

Around the point, still further to the eastward, is "Singing" beach. Much has been written about this beach, and much is worth repeating. I have never heard anyone say they have seen a more beautiful beach of its size in any part of the world.

This beach, originally called "Neck" beach or "Great Neck" beach, is a slight curve of beautiful fine sand deposited evenly and smoothly by the Atlantic ocean, between two high rocky, but beautiful promontories, capped with green shrubs and trees. The easterly promontory is "Eagle Head", previously mentioned in my reference to hills.

This beach is approximately three-fourths of a mile long. It has only been during the past fifty years that its true beauty and value as a quiet, restful park has been appreciated, as evidenced from the fact that in Dr. Lamson's History of 1895, his only comment was, "Singing beach is widely celebrated as a natural curiosity".

In referring to this beach, I have just used the word "park" advisedly, for obvious reasons. In the early 1880's, a few bath houses were erected on the beach bank for private use. From time to time, added houses were erected until the full length of the beach became dotted with glorified "Chick Sales", from all outward appearances. At this same time, the abutters upon the beach believed their properties included the beach, and that the same was not common property of the town's people and that the beach was not owned by the town.

As a result of this feeling, a friendly suit was entered in the Superior Court as the "Inhabitants of the Town of Manchester vs. Andrew C. Slater", also known as the "Beach-Bank" case.

Pursuant to this, an auditor met in Manchester on October 13, 1894 with the interested parties, which was the start of gathering evidence and facts, which went on until filed, March 2, 1896. As a result of this finding, the town of Manchester was adjudged not to be the owner of the beach.

The ire of the public was soon aroused at the outcome, and a cry went up to buy the property. On July 1, 1898, a committee reported to the town that a group of auditors appointed by the court had set a value of $64,500, which sum was to be paid by the town, to the people from whom the land was taken. It was the opinion of the committee and town counsel "that the award was very unjust and exorbitant". The committee made no recommendations, however.

On July 25, 1898, another committee, consisting of Samuel Knight, Alfred S. Jewett and Oliver T. Roberts, reported at a special town meeting — "in view of all the conditions which we have carefully considered, and after consultation with many representative tax payers of the town, we unanimously conclude to recommend an immediate settlement of the cases, by payment on the part of the town, of the amounts reported by the auditors, including interest and expenses attending the trial of the cases". They, furthermore, recommended "the town appropriate $100,000.00 for the payment of the various awards, interest thereon, and the expenses", etc., etc., "for damages for lands taken or acquired for park purposes at Old Neck Beach . . .", plus an amount to be received from the sale of

White Beach pasture. (This is the Whitehouse property now owned by Mr. Henry P. King on Ocean Street.) At this meeting, it was voted 90 to 1, to accept the committee's report and adopt the recommendations.

As per the 1899 report of the town auditor, the cost amounted to $111,434.02. Having been acquired "for park purposes", Massachusetts' laws provide special regulations and commitments, whereby the land is open to the general public forever.

Augusta Foote Arnold in her book "The Sea-Beach at Ebb Tide" published by the Century Co., has given a very exhaustive study of rocks, sands, seaweeds, sponges, worms and animal life in its lowest forms.

Because of the importance and interest shown in our famous Singing beach, I feel it might be in order to quote from her book, for the benefit of those whose curiosity bring them to our shore and invariably ask the question "What makes the sand sing?" It is surprising how many persons are disappointed when they walk on the beach and to their amazement they don't hear the strains of Ave Maria or Yankee Doodle. What they expected to hear, no one seems to be able to tell.

"The sea-shore, with its stretches of sandy beach and rocks seem, at first sight, nothing but a barrier of the ocean. But to the observant eye, these apparently desolate beaches, are not only teeming with life, they are also replete with suggestions of the past".

"In history, even the grains of sand have a part. Though so humble now, they once formed the rocky barriers of the shore. Every

coast line shows the destructive effects of the sea, for the bays and coves, the caves at the bases of the cliffs, the buttresses, stocks, needles and skerries, are the work of the waves".

"Every wave that rolls in from the open ocean, hurls the pebbles up the slope of the beach, and then as soon as the wave has broken and the water has dispersed, these pebbles come rattling down with the currents, that sweep back to the sea. The clatter of the beach thus tells us plainly that as the stones are being dragged up and down, they are constantly knocked against each other; and it is evident that by such rough usage, all angular fragments of rock will soon have their corners rounded off and become rubbed into the form of pebbles. As these pebbles are rolled to and fro upon the beach, they get worn smaller and smaller, until at length they are reduced to the state of sand".

"The story of the sands is not only one of the conflict of the sea and rocks, it is also of the winds. It is the winds that have rescued them from the waves and driven them about, sifting and assorting them, arranging them in graceful forms, and often heaping them up into dunes, which, until fastened by vegetation, are themselves ever moved onward by the same force . . .".

"If ghosts be ever laid, here lie ghosts of creatures innumerable, vexing the wind in the attempt to conceive them. And there are certain sands which may be said to sing their requiem, the so-called musical sands, like 'Singing Beach' at Manchester-by-the-Sea, which emit sounds when struck or otherwise disturbed. On some beaches, these sounds resemble rumbling, on others, hooting; sometimes they are bell-like, and even rhythmical. The cause of this sonorous char-

acter is not definitely known, but it is possibly due to films of compressed gases which separate each grain, as with a cushion, and the breaking of which causes, in the aggregate, considerable vibrations. Such sands are not uncommon, having been recorded in many places, and they exist probably in many others where they have escaped observation. They may be looked for above the water-line, where the sand is dry and clean".

Thus, in her book, you have the explanation of "What makes the sand sing" far better than from my pen. I have never seen in print, a definite answer given to the question.

The only other Singing Beach I know of in the world, is at Nevin, on the Bay of Cardigan, in Wales, but there may be more. Tradition has it that there is another Singing Beach in South Africa, but I am unable to tell just where.

Passing down the coast, just around Eagle Head, is "Graves" or "Dana's" beach. This is definitely a private beach of similar physical characteristics as Singing beach, yet it does not sing!

Further beyond, we come to "White" beach, and then "Black" beach, which are separated only by Little Crow Island; a beautiful rock promontory, on which sets the home of Edward Hyde Cox, formerly the Misses Curtis estate. It was on the easterly end of Black beach, where one of the first public landings was located.

Now for the last beach in the extreme easterly end of the town; "Grey" or "Gray's" beach is usually spoken of as Magnolia beach and lies between Coolidge Point and Magnolia Point. The end of

this beach also is a public landing. Very white, fine sand makes bathing enjoyable here to those who have the privileges granted by the abutters who own the beach. This is a longer beach than Singing beach, but not so secluded and picturesque — neither does it sing!

Thus we have visited all the beaches in the town, of which there are twelve.

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One pint of fried "Mya Arenaria" to take out! That sounds like a crazy statement to make, and I guess it is, especially at this point, but anyone visiting the North Shore of Massachusetts Bay, is frequently faced with signs on small road-side stands which read, "Fried Clams to take out".

You might say "What has this to do with Manchester beaches?" John Winthrop, in 1634, wrote back to England the following:– "Clam, white; their broth is most excellent in all intermitting fevers, consumption, etc. These clams feed only on sand".

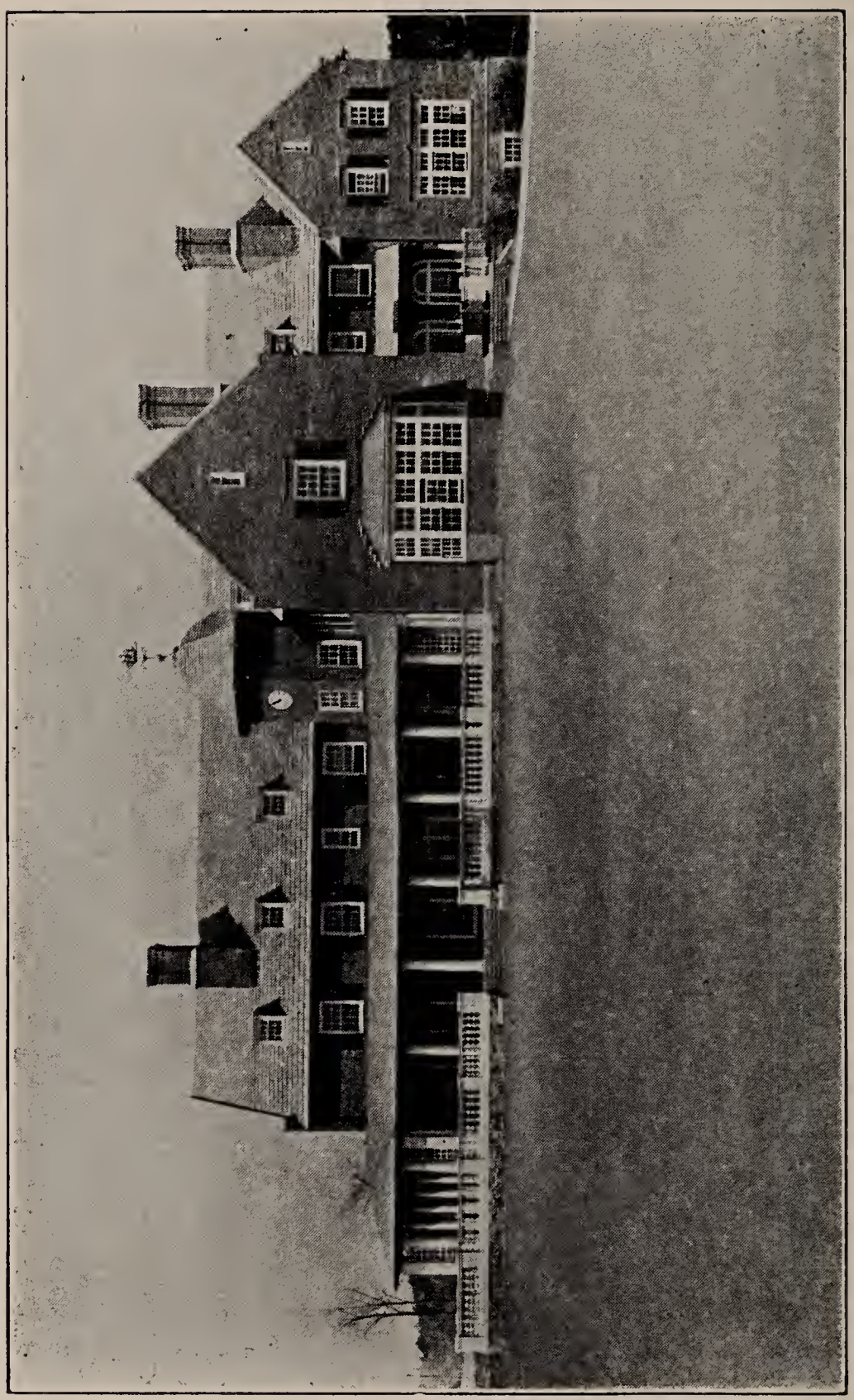
By now you probably have guessed that Manchester beaches yield clams. To a great extent that is true, but when Gov. Winthrop wrote his statement that "they feed only on sand", I am afraid he had not delved into the subject too deply, for a far greater quantity of clams are dug from the mud banks of the harbors and bays; furthermore, I never heard of their eating mud or sand.

I appreciate the fact that this is off the subject of "Beaches", but this information I read in the same book concerning singing or musical sands, and it interested me so I am passing it on to you.

"Mya Arenaria" is the soft shell clam about 3-in. by 2-in., found in this part of New England. The sea-clam, of which we are all familiar, is technically the "Mactra Solidissima", and lives in the sand near the margin of the water and usually is 4-in. by 7-in. in size. Many people prefer the large sea-clams for making a chowder. The small clam is most common and preferable for steaming or frying, because of its tenderness.

The "Venus Mercenaria" is the common "hard-shell clam" most commonly found on Cape Cod, and much tougher for eating than our local clams. These are the "Little Neck clams" of hotel and restaurant fame.

Another digression I might make and comment upon here, is the entire disappearance from the harbor and shore areas of eel-grass. When I was a boy, it was almost impossible to row a boat in Manchester waters, without catching the oars in the eel-grass, but now it is all gone and I have never been able to learn why. Let us hope the "Mya Arenaria" never leave us.



PRESENT ESSEX COUNTY CLUB — 1915

CHAPTER FOURTEEN

"SOCIETY TAKES OVER"

TODAY when one asks "Where is Manchester?" or "That is a wealthy town, isn't it?", the person asking the question usually visualizes "Manchester-by-the-Sea" as being inhabited by very wealthy people and exclusive in their associations with others, having the freedom of Singing beach and the waters adjoining solely unto themselves.

Such is not the case, however, for Manchester is officially Manchester and not Manchester-by-the-Sea, and furthermore, the days of extreme wealth have passed; Singing beach is open to everyone and the waters are as free as salvation. I have heard our town called the "millionaires' playground", and rightfully it is, — would that there be millionaires!

As I stated at the opening of this narrative, — Manchester during its 300 years of existence, has had three separate periods or occupations, if I can call it that. During the first 100 years, the inhabitants took advantage of the bountiful supply of fish in these waters and made fishing as their chief livelihood; the next hundred years was spent producing some of the finest cabinet work ever turned out; and it was exactly one hundred years ago that Richard H. Dana, a poet, purchased some 30 acres of woodland, bordering upon the beach (which later came to be spoken of as Dana's beach), thereby becoming the first to be considered a "summer" resident.

From then on, other wealthy residents of Boston and vicinity,

began to realize the beauty wrapped up in our wood drives, our opportunities for sailing, bathing and sports in general. Their "tally-hos" were a far cry from the crude stages or chaise of a century previous, just as the town cars and limousines of today are considered ahead of the tally-ho.

The years 1900-4 were considered the "boom" years from an industrial point of view, for it was then that so many summer homes were being erected and the local contractors had difficulty in obtaining sufficient help. Many of our local citizens of today, are persons who moved into town in that period, to work on the erection and maintenance of those homes.

It was not unusual in the past, for the wealthy to employ servants in their homes and on the grounds and stables, numbering anywhere from one to sixty. Today, the number would be zero to five.

As for when the town as a whole was most active, I believe it is safe to say from 1901-1908. In those years, the success of the Masconomo House, which was a hotel of about 100 rooms, located at the corner of Masconomo and Beach Streets, overlooking Singing beach, built in 1878, was at its height. This hotel was a famous rendezvous for actors and actresses of the gay eighties and nineties. It was owned originally by Junius Brutus Booth and his wife Agnes, both famous in the theatrical world. It was Junius' brother, John Wilkes Booth, who assassinated President Lincoln, but this incident never dampened the popularity of the host of the long, rambling, three story Masconomo Hotel. The Brownland Cottages, conducted by Miss Charlotte Brown, and later by Mr. Maynard B. Gilman, on Old Neck Road, also were being run at capacity, cariing for 60 or 70 persons. Both of these hotels now are but a memory — the Masconomo House having been razed in 1920 and the Brownland Cottages in 1940.

Alexander Graham Bell spent at least one summer at the Brownland Cottage. One of the drawing cards in those days, was the fact that different foreign Embassies were located here. The fact that eleven different Ambassadors and their large retinues were living in Manchester in 1904, undoubtedly was the outstanding reason for that year to have been so busy.

It was then that the Russo-Japanese War began, and the Russian Ambassador was among those living here. Because of that, serious consideration was given in 1905, to have the Peace Conference held in the Masconomo House, but because it was not large enough to hold all the delegates, the plan had to be abandoned in favor of the Wentworth Hotel, at Newcastle, N. H.

MASCONOMO HOTEL

Writing of Ambassadors and Embassies, brings to my mind a true incident in my life which (at the expense of being censured) I would like to relate. At the time I was but six or seven years old, so it made quite an impression upon my mind. It clearly demonstrates the nervousness or uneasiness, or I might say the demand, for immediate attention which is (or was) expected by the wealthy.

This incident happened in my newspaper store, which was then conducted by my father. It was a Sunday morning, and then, as now, the New York papers were received in separate sections which had to be assembled before being salable. The Catholic Mass let out at about the same time as the papers were received. Up to the front door appeared a fine span of horses, drawing a victoria, in which was the Argentine Ambassador and family. Out jumped his son; in he came on the run and said, "I want the Ambassador's paper", to which Dad replied that it was not ready yet. "But I must have the paper," he repeated, and again Dad said, "I'm sorry but they are not ready yet". Again the boy said, "The Ambassador is waiting and must have his paper". This was too much for my father and he wheeled around, looked right at the boy and said, "I don't give a God Damn if the Ambassador is waiting; put your ass on that stool and wait until I get ready to give you the paper". The boy sat down!

Not only has Manchester been honored by Ambassadors' presence, but by Presidents, Crown Princes, Barons and Baronesses. Vice-President Fairbanks lived here two summers. President Taft, while living in Beverly, was a daily visitor at the Essex County Club, and honored the Congregational Church by his presence at a Sunday morning service. Theodore Roosevelt's children were frequent visitors, one grandchild having been married here. President Woodrow Wilson spent a week at the Coolidge home, Coolidge Point, near

where his confidential advisor, Col. E. M. House, lived for several seasons.

One world figure who resided in Manchester until declared "persona non grata" at the start of the first World War, was Baron Frans Von Papen of Germany. This is the same Von Papen who was Ambassador to Turkey from Germany during World War II. The Austrian Legation was also living here at the same time.

More recent visitors at this same Coolidge house, were the Crown Prince and Princess of Sweden, who were guests of T. Jefferson Coolidge, Jr., Assistant Secretary of the Treasury in the "F.D.R." administration.

A man who has recently become famous, and one who spent much of his time in Manchester, where his parents and brothers owned homes, is Joseph Clarke Grew, our Ambassador to Japan, when we broke off relations with that country.

J. Pierpont Morgan, also was a frequent visitor, and his wife we considered a Manchester girl — she having been one of the three daughters of Mr. Henry Grew, who was one of our early summer residents.

The Essex County Club just mentioned, is world famous as having a golf course second to none. This golf course started as a seven hole course; later increased to thirteen, and now is eighteen. The eighteenth hole has often been written up by golf experts as one of the finest in the country. The tennis courts have been used for many tournaments of national importance, especially by the women.

ORIGINAL ESSEX COUNTY CLUB HOUSE — 1894

In 1893, a group of wealthy residents got together to form a corporation for the creation of a club-house and grounds suitable for all types of recreation. The Baker and Low gardens on School Street, and the Lothrop farm off School Street, were purchased. The Lothrop farm barn was moved to, and enlarged, at its present location north of the club-house. Most of the area utilized for the golf course was purchased of the late Thomas Jefferson Coolidge.

A very sizable club-house, built of wood, was erected, and things got underway in the spring of 1894. Band concerts were a weekly feature and the popularity of the club increased tremendously, in spite of its exclusive nature. A large herd of sheep were maintained on the golf grounds to keep down the grass.

This wooden structure was remodeled and enlarged in the winter of 1908-9, by the addition of a large piazza and extra rooms. On the night of March 14, 1913, the building was badly gutted by fire, with a loss to buildings and contents amounting to $60,000.00. An entirely new brick structure was erected on the same site, to take the place of the club-house which burned. This building, which was formally opened on June 12, 1915, is standing today, doing a flourishing business in season.

The Manchester Yacht Club is another institution of our summer residents. Although founded in 1892 by one of our year-round residents, former town treasurer Edwin P. Stanley, who was a motor boat enthusiast, its membership today is exclusive among the summer residents. The original membership comprised the combined members of the then Beverly Farms Yacht Club, and the Manchester Yacht Club.

The club-house is located on one of the old, abandoned landings, on the west side of the harbor under the lee of Glass Head, just south of Tuck's Point picnic grounds. This building was formally opened July 16, 1895 by a very small but enthusiastic membership, and incorporated the same year. The club has had its ups and downs of popularity, until now it boasts of a membership of nearly two hundred.

The private estates and dwellings are too many and varied for description. The largest estates in area were owned by Mr. Philip Dexter and Mr. Charles C. Walker, but there are more pretentious dwellings than theirs.

Only one of our wealthy residents has thought enough of the town or townspeople, to make a substantial, tangible gift, for the benefit of all. This gift was the beautiful cut Ashlar granite Memo-

rial Library Building, dedicated October 13, 1887, which stands in the center of the town, a monument to a truly public-spirited citizen, Mr. T. Jefferson Coolidge. Dr. Lamson has well described this building in his history.

Mr. George R. White, the donor of the George R. White Fund to the city of Boston, owned probably one of the nicest homes, if not the nicest, on Smith's Point, but he gave no recognition to Manchester in his will.

As these words are written, it would seem that we are passing out of the third cycle in the life of the community, namely a summer resort, for the wealthy are getting poorer, and the homes are getting smaller. It is apparent that with the advent of the contemplated "Cape Ann Highway", a new super-highway to Cape Ann, that we will soon pass into a town, enlarged and enriched by many smaller permanent homes. It is hoped that some day we might be "forty-five minutes from State Street", and as such, become a community made up of nice year-round dwellings, inhabited by commuters.

We have all heard of the "Singing Sands," but here is a new one you probably have never heard of.

1822 - "Voted to alter the Singing Seats in the meeting house, the cost not to exceed $40.00."

1790 - Several citizens warned to leave town in 15 days because permission was not first obtained to live here.

1837 - An article in the warrant read, "To see what measures the Town will adopt respecting B.O. and raise money for the same if necessary." This article did not mean what you might be thinking, for later it was voted, "measures respecting Bo Bell Ledge be left with the Selectmen."

CHAPTER FIFTEEN

INTERESTING HISTORICAL FACTS

DURING the 300 years' existence of our town, there have been many and varied historical facts worthy of mention. Time and space will not permit the mention of but a few of what appear to be the most interesting. In the preceding chapters, I have tried to bring out the salient points concerning specific subjects, but here I will only list in chronological order, what seem to me to be the most important ones, not otherwise referred to.

1684. The "first store" opened in the town in the house now occupied by Edgar W. Anthony, on Sea Street. It was kept by Mrs. Samples, who afterwards became Mrs. Crafts, and had a store at the corner of Union and Church Streets.

1686. The town's proportion of the tax for supporting his "Majesty's Government" was £ 1 7s. 2d. levied on thirty-one persons. At that time it was the custom for the constables to go to Boston and pay it to the Treasurer of the Colony.

1695. A watch-house was ordered to be built, and ammunition was bought.

1696. Samuel Leach and John Lee were the owners of slaves.

1700. The deed of the township of Manchester from the Indians is dated December 19, A.D. 1700, and made from Sam'l English and Joseph English and John Umpee, all living in "ye County of Mid-

dlesex, in ye Province of Massachusetts Bay in New England, Indians, for the sum of three pounds, nineteen shillings current silver money of New England, paid by Robert Leach, John Knowlton and Samuel Lee, selectmen of ye aforesaid Manchester". This deed states "that whereas ye said town of Manchester, having quietly and peaceably, without molestation, enjoyed the soil of their Township with ye groath thereipon and appurtances belonging thereto, and containing therein for ye space of sixty years and upwards, and that in ye first place by ye consent and approbation of our grandfather Sagamore John, of Agawam, alias Masquenomit, and ever since by consent and approbation of his children, and by us his grandchildren, being the now surviving and proper heirs to our said grandfather". For the payment of this deed an assessment was made on the persons and estates of the inhabitants of the town in 1700, amounting to the sum of £4 5s. 8d.

1717. A half an acre near the Cove school house for a clay pit was set off for the use of all inhabitants. In those days, clay was used for mortar in the building of chimneys and for the brick walls often laid between the studding of the framed houses, and in the construction of log houses it was very much used in filling the spans between the logs.

1717. Every pupil in the schools in cold weather was expected to contribute daily a stick of wood.

1727. In October, a slight shock of an earthquake was experienced.

1740. Another earthquake was felt in June, while the people were on their way to church and many were obliged to be seated.

1741. A bridge was built across the river at the grist-mill. This was on the site of the present bridge in the center of the town.

And the "river bank" near the school house was leased for a lime kiln. This was about where the town hall now stands.

1744. The town provided stocks for disorderly bipeds, and a pound for restraining unruly quadrupeds. The first stood on the common near the church.

1748. The throat distemper prevailed and many children died.

1750. It was voted that those that are proprietors, and those that are not, shall vote together. This is the first instance of unrestricted suffrage in the town.

1758. This was a disastrous season for the fishing fleet; many were lost at sea.

1760. The town paid Thomas Lee for making a whipping-post, and a pair of stocks, 13 shillings 4d. and 4s. 8d. for stock-irons. These indispensable institutions of our forefathers, were placed on the common near the church and the school-house.

1761. The last family of Indians lived at "Nichols" (near the Tenney place). They were very old, and were kindly treated by the people of the town, who often contributed to their comfort by gifts of food and clothing.

1774. Since 1749 the hungry waves have engulfed no less than ninety-seven of the inhabitants of this little town.

1774. That importation might be reduced, it was voted "that we give no Scarfs or Gloves at funerals, and wear no mourning for deceased friends, except a small piece of crape".

1774. Minute men were appointed, ammunition purchased and the militia organized, and the company were more frequently drilled on the common.

1775. Early in the year small-pox, a disease peculiarly dreaded at that period, appeared in the town, and a pest house, with its attendant, the smoke house, was built, and many people died.

1775. Watch-houses were built along the shore that the movements of the British armies might be observed.

1775. In April, the news of the Battle of Lexington reached the town, and the militia under Captain Marsters, started immediately for the scene of action. They went as far as Medford, where they received orders to return. Twenty-one of this Company enlisted in the Continental army.

1776. A town meeting was called "to do something further, for security from our unnatural enimies", and the construction of an entrenchment at Norton's Point was voted.

1778. A Town meeting was called to consider the Articles of Confederation between the States. The constitution was read by paragraphs, and its provisions discussed, but the decision was against it.

1778. Liberty to be inoculated for the small-pox was desired. A meeting was called, and after a protracted debate, permission was refused.

1778. The Declaration of Independence was sent by Congress to all the towns, with the request to have it read from all the pulpits, and to have it entered on the town records. This was done in Manchester and the original copy is still preserved.

1794. Typhus fever prevails and is very fatal. Ninety persons died from a population of about 1,000. This has been called "The year of the Great Sickness". The distress was very great.

1797. It was "voted that the selectmen should see that there is a post and stocks put up by the meeting house". These probably replaced those set up in 1744.

1804. The first social library was established with 45 subscribers and 150 volumes. In 1806, the second social library was instituted; they both continued for a few years and then were broken up, and the books divided among the members.

1808. A petition was presented to Congress, setting forth their loyalty to the government, but telling of their distressed condition due to the embargo, making their catch of fish valueless, and their hopeless prospect of the future. At this time agents from the mother country sought to effect a separation of the New England States from the Union; while the people loudly condemned the policy of the administration in imposing the embargo, the feeling of patriotism was too deeply rooted to admit a thought of secession.

1812. When war was declared against Great Britain, breastworks were thrown up at Norton's, near those built in 1777. (This was where the home of Alexander Wheeler is today.)

1813. Provisions were extremely high and scarce and employment very difficult to procure; a peck of meal was the equivalent of a day's labor. Thirty cents a cord was the price for cutting and piling wood and no money was paid; orders on the stores were given instead and there was much distress among the poor.

1817. William Hooper and others were authorized to build a wharf or sea-wall from Crow Island into the sea. This structure yet remains.

1829. The Manchester Lyceum library established with 200 volumes, which increased to 400 volumes in 1835. This library, from a peculiar feature of its organization, viz: membership for one year,

by paying a fee of fifty cents without becoming a permanent proprietor, continued up to 1871, when it was merged in the Manchester Public Library, which had 3,000 volumes in 1924. This figure has increased to nearly 30,000 in 1945.

1834. The Orthodox meeting house was struck by lightning on August 12th, and slightly damaged.

1839. The town received its proportion of the "Surplus Revenue" and voted to invest the same in the purchase of the "Poor Farm", at the Cove, at a cost of $2300.00.

1844. A bounty of $1.00 was offered by the town for destroying rattlesnakes.

1845. A Meat Market which was destined to survive all obstacles and still be in business in 1945 was opened this year in a building which stood next to the church on the common. I have reference to Sheldon's Market, now doing business on Central Street and conducted by Mr. Harry F. Hooper, grandson of the original owner.

1849. This year was made notable by the immense emigration to the newly discovered gold fields of California. In this, Manchester had her full share. Every variety of business was neglected and many of her citizens joined the multitude hurrying westward.

1851. The stone bridge on School Street was built.

1869. I. O. O. F. organized in Manchester this year.

1873. A matter was considered in town meeting this year, which if adopted, would have changed the whole perspective of Manchester harbor. The voters, 91 in favor and 55 against, petitioned the Legislature, through the selectmen, "for license to construct and maintain a Causeway or Bridge from Proctors Point to Girdlers

wharf" as asked for by C. A. Bartol and others. When it came to vote on accepting the Act passed by the Legislature, 53 were in favor and 98 opposed, so as we all know, "Bartol's Bridge" as it was spoken of, was never built. For the benefit of this generation, I might explain that this bridge was to be from Calderwood's Yacht Yard to Smith's Point.

1875. The winter of this year was very cold; the harbor was frozen so that parties on February 18th, walked to "Half Tide Rock" and from "West Beach" to "Misery Island".

1875. Julius F. Rabardy, then Postmaster, began the publication of a monthly journal, called the "Beetle and Wedge". This was the first paper ever started in town. After three years it was discontinued.

1876. On the 19th of June, it being the one hundredth anniversary of our National Independence, the people were called together by the peal of the church bells, and on the common within a few feet of where in early times stood the stocks and the whipping post, a beautiful elm, taken from the grounds of Lewis N. Tappan, was replaced in the soil as the "Children's Centennial Tree". It was planted with appropriate speeches, singing by the school children, and all joined in singing "America"; it was thus consecrated to liberty. (This is the tree on the common with the iron fence around it.) Trees were planted in other parts of the town and a long row of Norway pines were set out on the northern side of "reservoir pond" by John Knight.

1878. One of the most unique organizations in this part of the state was organized August 15, 1878 as "The Old Men's Chowder Party". As early as 1870, the old men of the community used to gather annually to swap yarns, over a steaming bowl of fish or clam

chowder and the idea immediately met with favor to continue on as a permanent institution. In 1885, the name was changed to the "Elder Brethren" and has met continually since then with the exception of the years 1943-4, when it ceased because of the war.

1879. The seashore residents of Manchester and Beverly contributed $3500 for the purchase of a strip of the woodland seven rods wide on each side of the highway leading to Essex. This was followed in later years by several gifts of woodland from residents of the town of Manchester who owned lots bordering upon the road; until now, the reservation extends, with but few interruptions, through the beautifully shaded part of the County Road known as the Essex Woods".

1888. May 19th, a four page paper, 12-in. by 18-in., called the "Manchester Cricket" was first established, and as we all know, is still going strong, but a much larger paper in size than originally.

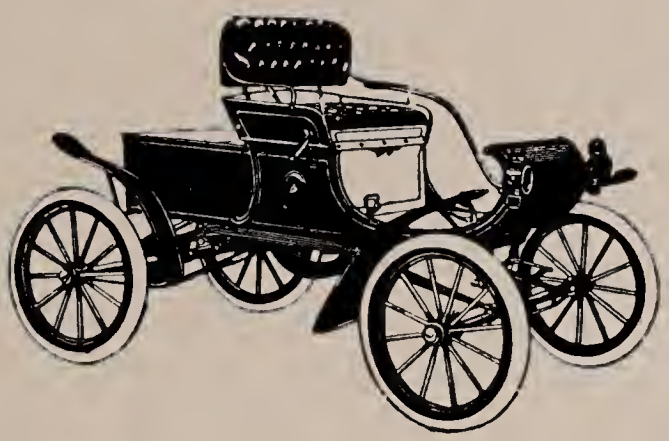
1891. At a cost of $79.00, an iron fence was put around the "Centennial Tree" on the common.

1893. A new town dump was established in the rear of the town hall and "the stone walls of the wharf" were used for the walls of the dump.

1895. The town purchased Tuck's Point from Dr. Bartol for $5,000.00 plus $1,000.00 for the wharf, and no picnic ground was ever appreciated any more. This is one of the most beautiful of our town-owned properties.

1895. The largest celebration ever held in town, which lasted for three days in July, commemorated the 250th anniversary of the town's corporate rights, from June 18, 1645 — the date "Att ye request of ye inhabitants of Jeofferyes Creeke, this Courte doth graint

yt ye said Jeofferyes Creeke henceforward shall be called Manchester". (This complete program is printed in the history of Manchester by Dr. Lamson.)



1897. As far as can be ascertained, the first automobile owned by a Manchester person appeared about this year. It was owned by Mr. Reginald Boardman. Others were owned by Mr. W. B. Walker and his son, Mr. C. C. Walker; Mr. Girard Bement; Mr. Samuel Eliot; Mr. Charles Peart; Mr. James Beaton, and of course, many others followed. They were mostly of foreign makes, except for the "Stanley Steamers".

1898. November 26th a terrible storm began, which lasted three days and the steamer "Portland" was thought to have sunk off Manchester with all hands aboard, having never been heard from.

1901. President McKinley was shot September 6th.

1902. The "North Shore Breeze" was established and continued until 1942.

1902. About this time experiments were being made for the construction of a submarine by the Boland Brothers who lived in town, and the hulk which was full of machinery, was built at the Timothy White Ship Yard. About the same time this was going on, a monoplane was built by Burgess & Curtis (later of Marblehead)

at the Calderwood Yacht Yard, for a Mr. Hubbard who lived at West Manchester.

1903. The town purchased the Tappan marsh and flats, comprising 7 acres, for $19,300.00. During a heated discussion in a town meeting on this subject, one of our late prominent citizens was heard to remark "It was the worst preposition ever penetrated upon the public and a crazy idea to spend $19,000. on that insulated spot". The spot referred to is now Masconomo Park.

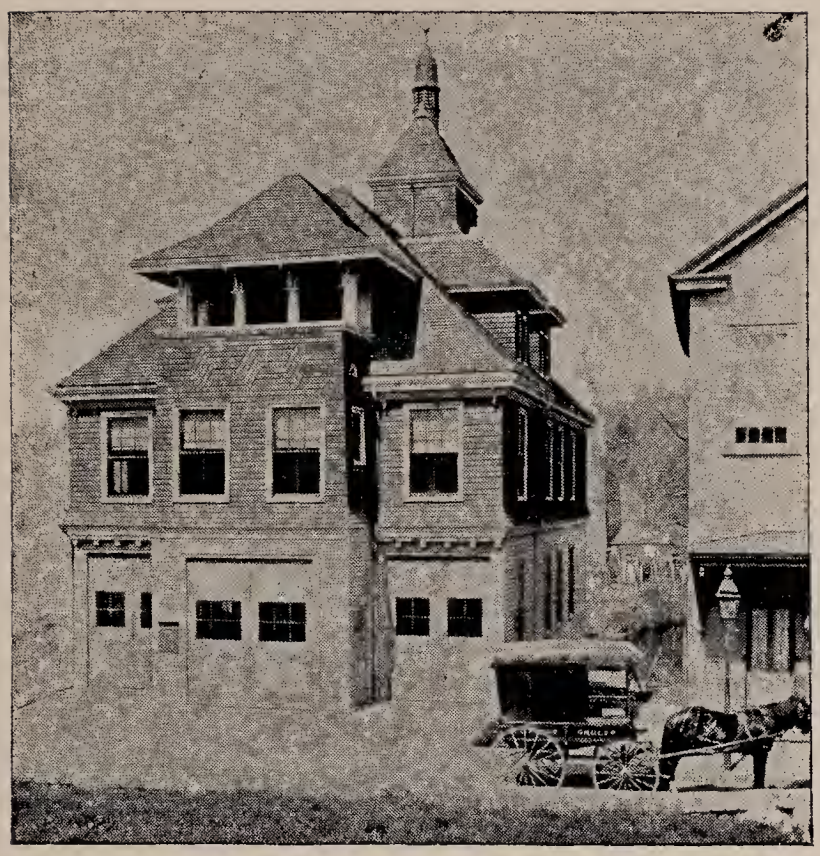
1903. The town adopted the following by-law March 3rd. "No vehicle except such as is drawn by a horse or a person shall be propelled on any streets in the town at a rate of speed exceeding ten miles an hour; and no such vehicle shall be run on any public way within three quarters of a mile of the Town Hall at a rate of speed exceeding eight miles an hour". "Any person having control or charge of such a vehicle violating any of the provisions of this by-law shall be punished by a fine not exceeding one hundred dollars, or by imprisonment not exceeding ten days, or by such fine and imprisonment". I wonder if this by-law was ever revoked?

1905. The Manchester Club was organized this year.

1908. The Manchester Woman's Club was organized.

1908. A paper pattern factory established by Henry Mitchell in February, flourished for a few years.

1910. A building side of the fire station, which had quite a history, was demolished. Erected in 1846, the lower floor was used as a chapel; the second floor for a school room, where Master John Price taught school as a private academy until 1860; the third floor had been occupied by the Sons of Temperance, the Good Templars and the G. A. R. When demolished, the first floor was being used as a grocery store, owned by Franklin B. Rust and others.



FIRE STATION AND CHAPEL BUILDING — 1895

1911. The Manchester Trust Company, a much needed bank, was organized this year.

1914. One of the coldest Februarys on record.

1914. June 25th, at 5:07 P. M., a call was received at the fire station to send all available men and apparatus to Salem to assist in extinguishing a fire which had threatened to wipe out the whole city. Twenty-one men responded to the call with two pieces of fire apparatus and worked all night, in charge of Acting Chief Thomas Baker. Of the twenty-one men who took part, only ten are living today.

1917. April 6th, war was declared against Germany.

1918. The influenza epidemic struck town with a heavy toll. An emergency hospital was set up in Horticultural Hall, and in tents adjacent thereto.

1918. November 11th, World War I armistice was signed, and Manchester held a spontaneous parade to celebrate.

1919. A cyclone struck town about 6:15 P. M., September 8th, doing considerable damage, mostly to the trees, cutting a path from the north to the center of the town and then veered off across Smith's Point.

1923. Easter Sunday, April 1st, temperature 10 above zero.

1924. Community Christmas tree planted on the common, January 15th. (This tree was destroyed by a storm in 1945.)

1925. At eight o'clock in the morning of January 7th, an earthquake shook the village.

1925. January 24th, a very clear and complete eclipse of the sun attracted many visitors to Manchester.

1926. Very cold and stormy February and March, followed by a hot summer.

1927. G. A. R. boulder set on the common June 11th, but tablet not affixed to it until May 29, 1928.

1929. The present flag pole, 68 feet above the ground, was placed on the common near the police station.

1930. The town celebrated the Massachusetts Bay Colony Tercentenary on August 3rd and 4th, with quite elaborate services, parade and fireworks.

1931. The bronze and granite memorial monument erected in memory of the Manchester soldiers and sailors of World War I was dedicated at Masconomo Park on July 12th, with appropriate services.

First Baptist Church

1932. Another eclipse of the sun observed August 31st.

1933. A severe storm in January cut away the sand bank at Singing beach, taking the bath-houses out to sea, demolished. As a result of this storm, it was necessary for the town and state to go to great expense erecting a protecting granite wall, as well as building a new bath-house. The cost was approximately $26,000.00 for the bath-house; the wall expense was shared by the state, the total cost being about $12,600.00.

1933. All banks throughout the country were closed, but no serious effect was felt in Manchester.

1935. Crafts Hill was greatly improved through the joint action of the town, state and nation, in having the sharp curve eliminated, to make traveling safe at that point.

1938. The most severe hurricane within our memory struck this portion of New England on September 21, 1938. In Manchester the extent of the damage was confined to the destruction of many trees and otherwise only caused inconvenience to travel.

1941. The Japanese attacked Pearl Harbor December 7th, thereby plunging us into war against Japan. A sad year.

1944. Another hurricane did minor damage in September of this year.

1945. The hottest March ever recorded.

1945. A day we had all been waiting for — V-E Day. At 9:00 o'clock on the morning of May 8th, President Truman officially declared the war in Europe was over. No celebration was held locally, awaiting the finish of hostilities against Japan.

POPULATION

The increase in population of the town is rather interesting, and so I would like to mention some figures with dates to show the steady rise until 1915, and then, for some unknown reason, a drop.

In 1640, there were 63 persons living here.

In 1662, there were 20 land-owners.

In 1717, there were 64 inhabitants taxed.

From then on, the population was at intervals as follows:

1761 — 739
1777 — 965
1780 — 965
1800 — 1082
1830 — 1236
1850 — 1604 (245 dwelling houses)
1860 — 1698
1890 — 1789
1900 — 2522
1910 — 2673
1915 — 2945
1920 — 2466
1930 — 2636
1940 — 2472
1945 — 2539

MILITARY SERVICE

No complete or accurate records have been kept in Manchester of persons serving in the various conflicts which confronted the country within the past three hundred years. That which I am able to chronicle on this subject is very brief, and I am afraid, none too accurate.

About twelve of our citizens were engaged in the early Indian Wars. April 5, 1694, and again June 24, 1741, the town voted to build "Watch Houses" and stock them with "aminission".

The War of the Revolution saw a great many more persons aroused to voluntary action, as well as those who were called upon. Many who served, did so for but a few months. Roughly, the number may be considered as seventy-five, all told, in the service.

Ebenezer Tappan, who died May 16, 1849, was the last survivor

Few facts are available concerning the War of 1812. It is known, of course, that the Powder House was built in 1810, and still stands. About ninety or one hundred served in either the army or on privateers from this town.

The last survivor of this war was Jacob Cheever, who died in 1886.

More seems to be available concerning those who served in the War for the Union. The following report (of which I quote a part), was published by vote of the town, March 19, 1866.

"The whole number of men furnished by the town for the army and navy is 159; 24 of whom re-enlisted and counted a second time to the credit of the town, making a total of 183 men furnished under the different calls of the president, besides this town's proportion of the State naval credits at large".

Sixteen died in the military, and two in the naval service. About thirty were wounded in battle and many were discharged by reason of disease. Five died in Rebel prisons.

Charles E. Stone, who died February 27, 1927, was the last survivor of this war.

The war with Spain, in 1898, was of such a short duration that very few from Manchester enlisted. We have no record of any, but it is understood that there were two.

World War I brought great excitement to the town, when the United States declared war on April 6, 1917. Many enemy diplomats were in town at the start of this war, and they made a hasty retreat to parts unknown.

About 190 persons saw service in this war from Manchester, and many volunteer workers at home did yeoman service for the Red Cross or similar organizations, assisting in the war effort.

Five gave their lives for their country before peace was declared, and we thought the "Huns" licked.

Very unfortunately the Huns were not licked, so the United States was called upon again in 1941 to enter another war, which we speak of as World War II.

This being a much larger and cruel war than ever before dreamed of, greater precautions were necessary, and all were called upon to make sacrifices of one form or another. This was a war of civilians, as well as the armed forces.

Watchers were established in every community against enemy action. An observation tower, in charge of the American Legion members, was built on Town hill in 1941, and later in 1943, a more substantial and higher tower substituted. Twenty-four hour vigil was maintained.

All civilian and public services had their definite assignments in case of trouble, and again in this war, as in World War I, the Red Cross workers were very active, as were many other individuals. Civilian Defense headquarters were established in the fire station, and manned twenty-four hours of the day.

About 330 Manchester citizens were enlisted in the various branches of the armed service and saw action in the four quarters of the globe. Of the total enlisted, eleven gave their lives.

"May God watch over us and give us peace, now and evermore. Amen."

CHAPTER SIXTEEN

"BUREALL PLACES" OR CEMETERIES

AS THE end of life leads us to a "Bureall Place", so as we approach the end of this history, I have reserved this last chapter for a summary of what I have found to be the most perplexing problem I have yet encountered in my research, namely — "Cemeteries". The exact locations and dates of our earliest cemeteries are uncertain. Records do not agree with histories.

Both Mr. Tappan and Dr. Leach, in their histories, say that prior to 1650, tradition tells us that interments were made in the rear of the meeting house, a little to the northeast of the present church. I believe them to be absolutely correct in their statements, for the reason that one has only to look in nearly every little New England community to find a cemetery in the old church yard.

They also speak of the burial place at the Cove, but with no definite information concerning the same. The location referred to is on the southerly side of Magnolia Avenue, just a short way in from Summer Street. Why this location never seemed to receive any particular official recognition, I cannot say, and I am unable to find when it was first purchased. I do find in the records, however, under date of March 10, 1873, the following vote: "That the Selectmen be instructed to sell the lot of land at the Cove called 'Old Burying Ground Pasture', provided they can get the sum of $1,000.

per acre, reserving the Burying Ground lot as previously used". Evidently no one was willing to pay $1,000. per acre, and it was not until 1912 that a "portion of the Old Burying Ground Lot" was sold for $8,500.

This vote definitely establishes the old cemetery at the location above referred to, but without date. Because the streets were not named, and because the cemeteries had no names years ago, but were spoken of only as the "old cemetery", segregation and location of properties referred to in the records, some times becomes very difficult, as you can see for yourself.

"Ye 17th of June, 1661 Att a town meeting at Manchester it was ordered & a Gread upon by ye inhabitants for ye plantation yt Samiell friend is to have ye Little Island yt is joyning to his marsh at ye great neck of Land where they now plant this was granted to him with the Generell Consent of ye plantation".

Drs. Leach and Lamson seem to tie this vote in with the establishment of the old burying ground on Washington Street, which we know is marked 1661. Dr. Leach sets the date at 1653; on what authority, no one knows. Why this tie in? That vote says, "Samuel Friend is to have a little island that joins his marsh at the Great Neck!" Nothing is said about a cemetery.

The next vote taken at the same town meeting, "the 17th of June 1661 yt is ordered by the inhabitants of the Plantation that Sam friend is to have the upland that — to his marsh yet is ordered by the Inhabetents — Plantation that Goodman Jones Sam: friend John Pickworth Sam: Pickworth — John Norman Juner Joseph pickworth Aron Bennet Onsephorous Allen Isaac foote are to have that parcell of land that lyeth at the hether most — by cettel cove both sydes of

the Pan from the Plase where he had his cow drowned . . . the 17th of June 1661 henry Lea Sam friend is to goe with william Benet to bound out this Ground in the wholl lump being ordered by the Plantation".

"October 25, 70 — Granted to Samuell Friend sum ground at Kettell Island marshes Joyning to his marsh by Samuell Allens marsh yt is in ye swamp by ye nect . . .".

Those votes granted to Samuel Friend some upland and some marshland at "cettel cove" and "Kettell Island", by "ye nect" (which of course means the neck). The neck here referred to is Coolidge Point; elsewhere in the records referred to as "the neck" in connection with the Lily Pond Landing.

Now the next vote quoted by the same historians (and which is in the town records) in their account of cemeteries says:– "the 16th day of March 1668 it was confirmed by most of ye inhabitants yt wear their mett yet in consideration of sum ground yt they make use of for a bureall place which was Samuell firend own land possessed & planted by him in Lieu thereof he is to have a neck of land yt Lyes between the Saw mill and his Island upon which now his house doth stand which was granted formerly but being confirmed & now recorded".

Let us analyze this vote. I interpret it as meaning that they gave Samuel Friend a neck of land between the saw-mill and his island (mentioned in the previous vote), upon which he had built a house, and this gift was made because they were using some of his land for a burial ground.

The plan of the original grant of 400 acres to the town, as printed and made a part of Dr. Lamson's history, shows all of Smith's Point, south and west of a line drawn from Lobster Cove to Point of Rocks, containing 20 acres, as having been owned by Samuel Friend. Does this place the cemetery on Washington Street?

Two votes of June 17, 1661, which I have mentioned, tell of land of Samuel Friend located at Kettle Cove, which would be in sight of the Magnolia Avenue burying ground.

All historians say the earliest visable or readable marker or gravestone in the cemetery on Washington Street carried the date of 1714, or about fifty years after these votes mentioned above. Could it have been that earlier gravestones or markers contained no inscriptions or dates? or could it be that the "Ground yt they make use of for a bureall place which was Samell friend own land" was at the Cove?

These facts are what prompted me to say at the start that the dates and locations of our burial grounds were some of the most perplexing problems I have encountered in my research of the records

If Mr. Friend was given all of the extreme end of Smith's Point, and possibly House Island, in exchange for the Washington Street burial ground, I think he was a mighty smart trader. There may be other records that establish the old burial ground on Washington Street from 1661, but I am unable to find them; furthermore, I admit it is very possible that Mr. Friend owned land in a different location (as we know he did at a later date), and if so, establishing the cemetery on Washington Street, between his land and the saw-mill. Bear in mind though, that there was a saw-mill on Magnolia Avenue,

and still another on Coolidge Point. Could it have been that Mr. Friend's house was on either of the Crow Islands or Kettle Island? It is all very perplexing.

The "new road" to Gloucester was laid out after 1685, and all agree that there was a cemetery on Washington Street at that time.

May 7, 1810, the committee appointed "to procure a spot for a burying yard" recommended "to purchase from Mrs. Jacob Tewksbury a piece of land adjoining on the burying yard. Beginning on the south west front adjoining Eliza Crafts' land 18 feet wide, thence running on a straight line within 3 feet of the Easterly corner of Mr. Tewksbury Barn, and so on a strait line to his fence below the burying yard; From thence on a strait line to the highway which is conceived to be 1/3 of an acre to purchase the whole included within said Boundaries except the said Tewksburys Spot for a burying place to and for his use". This land was deeded the town in 1811.

The wall along Summer Street at the cemetery was built in 1833 at a cost of $150.00.

An addition to the "Old Burying Ground" was bought for $150.00 on March 21, 1842, with the privilege to pass and repass through the Tappan private yard.

No thought was given to a new cemetery until 1845, when the Union cemetery on School Street was laid out by a private association, at a cost for land and improvements of $765.21. Suitable exercises were held on the lot July 22, 1845, when the land was consecrated before an audience of 500 people.

The Union cemetery, together with the old burial ground, seemed to fill the needs of the town until 1854, when another private association started the Rosedale cemetery.

This property was acquired by the town June 11, 1888, at the same time it took over Union cemetery. This newest plot, which Dr. Lamson calls the "most romantic cemetery in town" was named "Rosedale". It received its name from the fact that many wild roses grew in the dale by the pond, which was later filled in to make the American Legion Memorial Lot.

The original Rosedale cemetery comprised that area south of Pleasant Street, to the row of elm trees now standing about in the middle of the present cemetery, and included the pond just mentioned. In 1886, the town purchased the adjoining strip from Arbella Street to the chapel, and it included the land on which Rosedale Avenue was built.

In the original Rosedale cemetery is the Booth family lot, about which stories are started periodically by some who want us to believe that Lincoln's assassin, John Wilkes Booth, is buried there. These stories were always unequivocally denied by the late Alhanan Babcock who was the cemetery superintendent for many years. It is a fact, however, that his brother, Junius Brutus Booth, and his wife, are buried there. This is the same Mr. Booth who owned the Masconomo House, and his funeral in 1884 was one of the largest ever attended in Manchester.

In 1902, $8,800.00 was appropriated for an addition to this cemetery, with authority to sell the buildings on the land at public auction. This area was that part now bounded by Rosedale Avenue,

School Street, Pleasant Street, to a distance about in line with the westerly side of the present chapel A school house stood on this site for many years. Considerable added money has been spent since, in improving and fencing in the property, after the removal of the buildings.

This same year (1902) Miss Susan E. Crowell offered to give the town a Memorial Chapel, to be erected by her in memory of her brother, and to be known as the B. F. Crowell Memorial Chapel. Her generous offer was unanimously accepted at town meeting, September 15, 1902, and the deed of gift was given to the town, May 19, 1904. The chapel is a very beautiful granite edifice with leaded glass windows and is available, without cost, to "all people and all creeds for mortuary services".

In 1909, the town purchased the lot now used as a "Firemen's Memorial" lot and consider it as a part of Rosedale cemetery. This is directly in front of the above mentioned chapel.

The most recent area acquired, was that which has been, and still is, being laid out piecemeal on the northerly side of Pleasant Street and is a very beautiful addition to the three sections which go to make up the whole area surrounded by School, Pleasant, Arbella Streets and Rosedale Avenue.

I wish it were possible to learn more about the cemetery at Magnolia Avenue, but its history must be a part of the lost records of 1645-1658.

MANCHESTER YACHT CLUB

TUCK'S POINT PIER

AT MANCHESTER-BY-THE-SEA

"THE SAME TIDES FLOW"

O'er the rugged hills so grand,
Now to us a joy and pride;
And along the rocky strand,
Where we watch the rolling tide;
Masconomo, chieftain bold,
With his arrows and his bow,
Used to wander, we've been told,
Many, many years ago.

REFRAIN

But the same tides flow,
And the same stars glow;
And the waves sing the same wild glee.
Just the same the seabirds screech,
And the Shining Singing Beach
Takes the kisses of the same old sea.

But the Indian Hunting Ground
Has become a garden fair;
Where the wigwam once was found,
Stands the mansion, rich and rare.
Wealth and skill have brought their power,
Everywhere their work we see;
Love and beauty grace the bower,
This is Eden by the sea.

REFRAIN

Now the school is on the hill,
And the church is in the vale,
And our homes with light they fill,
Brightest hopes that cannot fail.
They have been the beacon light
As the years have passed away,
Brought us from the gloom of night
To the splendors of the day.

REFRAIN

Words and music composed by Prof. N. B. Sargent.
First sung at the 250th Anniversary.

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PLAN OF 400 ACRES
MADE FROM WATER WORKS PLAN AND PLAN UNDER RESOLVE OF 1830.

W. Orison Underwood.

YE FOUR HUNDRED ACRES.

WHITE PINE
EDGE OF BROOK
HEMLOCK ABOVE COLD SPRING
DOWNWARD CROSS THE POND
SEY.
SAW MILL BROOK.
BLACK OAK 4 MARKS
HEMLOCK NEY 2 MARKS.
MILLET'S SWAMP
WHITE OAK
NEY
BLACK OAK 4 MARKS
LEY'S LOT
PINE STUMP
COLD SPRING
EDWARDS TO DAVID CRAFTS 1808
CRAFTS SPRING
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55 A.
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FRIEND'S FARM.
TOWN TO ROBERT LEACH 1704 - 1 M.R. 105 TO JOHN SIBLEY 1707 PROBATE
SALEM TO RICHARD GRAVES 1 S.R. 161. 1640 - 40 A.
JOHN EDWARDS TO JOHN ALLEN 49 A. 189. 81. 1809
TO ELIAB LITTLEFIELD 14 A. 1 M.R. 123. 1707
IMAGE HILL
NEAR OF STONES
OLD DEAD TREE
HEAD OF STONES.
WY. BY THE SEA
GRAVE'S BEACH
PITCH PINE
EAGLE HILL
B.W.
NECK BEACH
LOCUS IN DISPUTE
MEETING HOUSE
SMITH'S ISLAND
TOWN'S LANDING
BIRCH STUMP
TOWN TO JOHN LEE 1717 32-223 CROSS NECK
ABRAHAM MASTERS
POINT OF ROCKS
JAMES STANDISH TO SAM'L LEACH 2½ A. 1629 S.D.7 JAMES STANDISH.
20 A.
SAM'L FRIEND TO AMBROSE GALE 1666 3-3
SALEM TO SAMUEL ARCHER 1638 1 3 R. 75.
GALE'S POINT
GALE'S HEAD
LOBSTER COVE.
H.W. EZEK'L KNOWLTON 1729-30 3 A. JOSEPH LEE 68-35
LEACH.
GREAT WHITE OAK
BABY RACK
BELLY ACHE BEACH.
PICKARD'S POINT

KILBURN & CROSS ENGRAVERS BOSTON.